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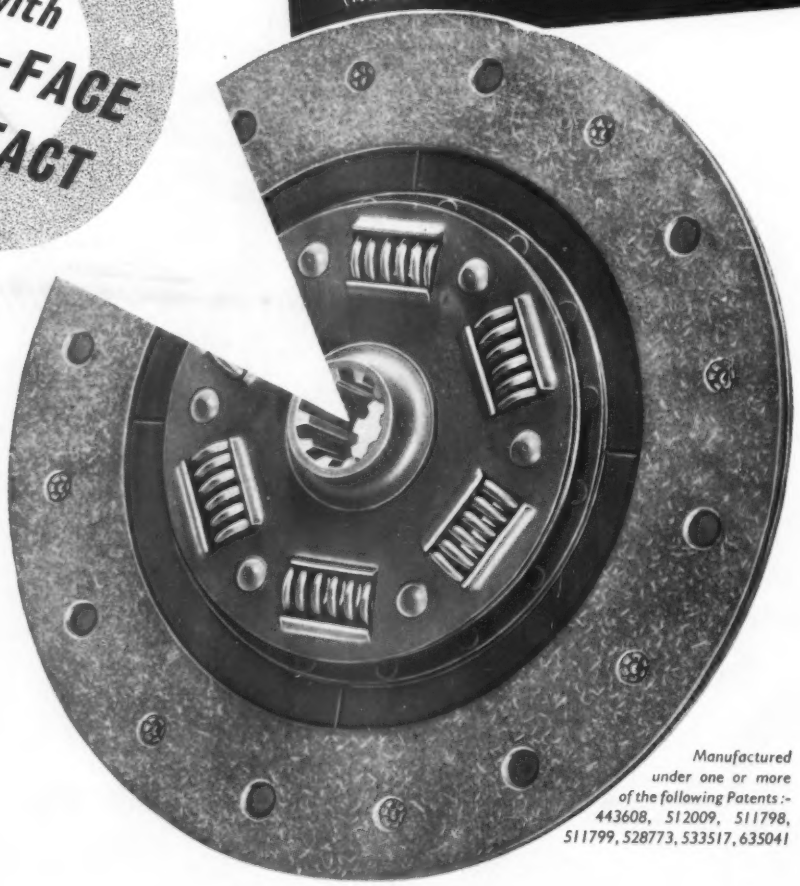

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The Autocar
FOUNDED 1895

No. 3144 Friday, 16 March 1956 Vol. 104

Arresting Thoughts

EXPERT drivers know how to conserve their brakes by good judgment and skilful use of the gear box, so that application is infrequent and light. Such handling is to be encouraged and has its rewards when fuel and maintenance bills come to be paid, but it does not in any way reduce the need for efficient brakes, powerful in emergencies and reliable when continuous fast or mountainous driving is called for.

To-day most ordinary cars are provided with brakes adequate for their normal performance. Some may call for rather frequent adjustment if efficiency is to be maintained, others demand heavy pedal pressure to stop quickly, but all can reasonably be classed as safe. As soon as one moves into the sports car class brakes become more heavily taxed and, with few exceptions, are taken nearer to the limits of their capabilities. We know of few high performance cars which have brakes which could be described as faultless. There is a third class, the family saloon which has been hotted up. Unless the brakes, too, have been modified to suit the increased performance they will certainly be hotted up as well—in a different and much less pleasant sense—and probably lose most of their effect in a few miles of fast driving. Such was the case with several cars in the Monte Carlo Rally, although in all fairness it must be said that both vehicles and brakes were pressed to the extreme.

This brings us to the matter of matching brakes to their task. In America cars seem to have excellent brakes with light pedal pressures, plenty of servo action, smooth and even operation—in fact just what American roads and traffic require. But bring those same cars to Europe with its very different roads and driving techniques, its jerks and swerves, its bursts of speed and innumerable stops, and often enough their brakes heat up, fade and show all the familiar weaknesses. To "Europeanize" their brakes would probably result in loss of quality from other points of view (the heavy pressures and squealing drums, with hard non-fade linings are well enough known). Thus fitness for primary purpose is the accepted aim. It will be interesting to see how American engineers, rightly noted for their thoroughness, tackle braking problems on their new high performance sports cars like the Corvette and Thunderbird. No doubt they will turn to discs in front, if not all round.

Racing has undoubtedly made a great contribution towards the development of brakes for ordinary cars. With a big helping hand from the aircraft industry, the result may eventually be disc brakes for all, mounted inboard and used in conjunction with all-round independent suspension. At present even disc brakes are not entirely without disadvantages. For the last few seasons racing cars seem to have kept well ahead of their more mundane family-transport relatives, especially in regard to brakes. This is mainly because cost is not of primary importance with a hand-built special car.

In order to provide adequate retardation at high speeds when weight transference from rear to front may be considerable, the ratio of braking effort, front to rear, needs to be of the order of 65 to 35. If a balance is to be maintained at all operational speeds rather than for a narrow band of designed cruising speeds, some form of differential braking will have to be devised. It may be dependent upon the load on individual wheels and perhaps related to speed and weight also. The level static ride suspensions of Citroen and Packard are remarkable steps forward which open the way for parallel brake developments. Just around the corner is another device, adopted from aircraft, the automatic maximum-deceleration brake as typified by the Dunlop Maxaret system.

Much has still to be learnt about brakes for ordinary vehicles. As performance rises, suspensions will have an increasing influence upon braking. An earlier changeover to all-independent suspension may be one result.

FACED with a complete stoppage of printing in London, we have produced this issue — not without many difficulties — in France. We shall continue to do our utmost to keep faith with our readers by producing the usual number of copies, although some delays and disappointments may prove unavoidable. To any who are inconvenienced we again offer our regrets.

General view of the main hall at opening time on Thursday, March 8. In the foreground are the Fords and behind them the Citroens, including the DS19

Geneva Opening

A GAY 26TH SALON DE L'AUTOMOBILE

NEITHER the largest nor the most important market for cars yet a substantial and a "barometric" one which no manufacturer can afford to neglect — thus might Switzerland be assessed. A discriminating and financially comfortable community, with a great interest in cars and freedom to choose, without favour or bias, from the products of all countries, will naturally attract the majority of manufacturers to its motor shows; this has once again proved to be the case on the 26th such occasion at Geneva. In the terrain of their beautiful country, in the opinions they express and in their choice of vehicle, the Swiss provide information valuable to all exhibitors with an eye on European sales at this time of increasing competition.

It is pleasing for an English observer to find a continued liking and respect for the majority of British cars in Switzerland as well as a very close similarity of interests between Swiss and home motorists. Admittedly the question is occasionally posed as to why this or that particular model continues in its mediocrity and why, generally speaking, aftersales service is still unsatisfactory. The Swiss are ready to like and to buy our new models and it will be good business to study their taste and to foster their interest. Incidentally it takes a sturdy vehicle to stand up to taxi work, particularly in an up and down city like Geneva. We noticed with interest the high mileages of more than one Vauxhall cab which carried us unprotestingly to and from our hotel.

Switzerland imports over 50,000 cars each year. During 1955 a fraction over 11 per cent (5750) of the cars imported were of British manufacture. This was only slightly less than the 11.5 per cent in 1954. Greatest competition comes from Germany, whose share of the market last year and also in 1954 was 54 per cent. The Volkswagen continues to head the list with an annual intake of over 10 000; this represents an increase of 25 per cent as compared with the 1954 total. At present there is a delivery delay for this Wolfsburg product as cars are being diverted to the American market. (1955 car import figures for comparison are Germany, 28,153; France, 6,509; Italy, 5,985; Great Britain, 5,749; U.S.A., 5,421; Czechoslovakia, 125).

This year, more than previously, the new medium-priced British models can be regarded as promisingly competitive. They will appeal to the Swiss, who are distinctly price conscious. Among such new cars to Geneva are the three Fords, the Rapier, the Vanguard III and the Isis. In a different category, the 2-4 Jaguar has been eagerly awaited.

The French have provided the only entirely new production car in the Dauphine; its *début* was arranged and celebrated at Geneva and in other capitals simultaneously.

There follow brief descriptions of

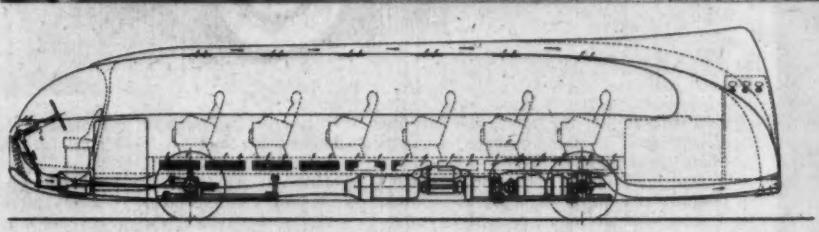
Swiss designed and built is the primrose special coupe by Graber on the Alvis chassis

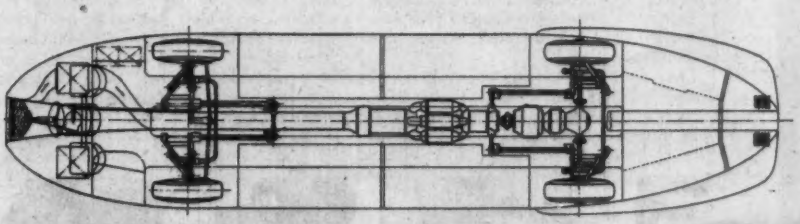
Ghia's XK 140 is a car to delight every enthusiast. Note the forward field of view through the deep, wrap-round screen with exceptionally thin pillars

those new, different or otherwise outstanding exhibits which took the eye during the opening hours of the Salon. That the majority of British exhibits, as well as those of foreign manufacture, had been seen previously at other shows in no way detracted from their interest to thousands of new viewers at Geneva.

As at Turin, the show at Geneva is noteworthy for the fine array of Italian coachwork art, and there are some entirely new examples from the manufacturers of Northern Italy. The most outstanding Italian vehicle was not, however, to be seen among the cars but nestling beside the heavy vehicles of the commercial section. Built by the Viberti company of Turin, it is a futuristic, high-speed coach with eighteen, single, aircraft type seats. Powered by a Fiat gas turbine engine, it is claimed to be capable of cruising at 125 m.p.h. It is apparently a serious prototype, built specifically for the *autostrade* of Europe by a specialized coach firm with more than 30 years experience. The four wheels are independently sprung and the transparent polarizing enclosure gives uninterrupted visibility. There is a stabilizing spine and fin over roof and tail and the airconditioned cabin is sealed against the atmosphere

Reverting to cars and to the Dauphine in particular, this new 850 cc, rear engined Renault has created great interest on its first public appearance. It is likely to become a very serious competitor to the Volkswagen and Fiat





The layout of the Viberti gas turbine powered super coach. It is designed to carry 18 passengers in an air-conditioned cabin, with transparent enclosure, at speeds up to 125 m.p.h

America's best sports car to date is this Chevrolet Corvette II with detachable hard-top. The car is compact and beautifully trimmed and finished

A glorious car by any standards is this James Young Bentley. Note the discreet moulding line and rear wing spine

The standard Dauphine made its debut at Geneva and this example with extra embellishment in the form of dummy wire wheels and additional chrome was also exhibited

600 and it has the advantage of four doors and greater luggage capacity than these rivals. With a maximum speed of 70 m.p.h. and a fuel consumption claimed to be 43 m.p.g. at 40 m.p.h., it combines performance with economy. It is a full four-seater with internal dimensions comparable with, though slightly greater than, those of, say, the Standard 10. From personal experience of 300 miles driving in Corsica, we can add that road-holding and brakes are exceptionally good.

The Swiss coach building firm of Graber exhibits two new and attractive convertible bodies on the Alvis TC108G. One, finished in primrose and provided with a special radiator grill, has the air intakes for internal ventilation around the two built-in pass lights. The second example is largely similar and, like the now standard Graber saloon, retains the typical Alvis grill and has pressed rather than wire wheels. Both are outstanding for their quality of workmanship, associated no doubt with long experience in producing the fine coaches for which Switzerland is noted. Besides being a craftsman, Mr Graber is obviously a keen motorist who not only appreciates, but incorporates in his products, his experience at the wheel.

The screen pillars of Graber convertibles are extremely thin and the quality and comfort of the seats put them in a class by themselves. Rarely can one sit in a car and at once feel integrated with it — an impression which the Graber seating gives. The special coupe is provided with a leather covered rear deck to give a clean, rigid top when the soft hood is folded down flush with the body sides.

The name of Abarth has come into prominence during the past three years and the latest product is an unusually beautiful little coupe, based on the Fiat 600 chassis. The now Signor Abarth is an Austrian who went to Italy with Dr Porsche to work on the Cisitalia Grand Prix project. When this was abandoned, he started a tuning establishment at Turin, specializing in induction and exhaust systems for increased performance. From this he has branched into the specialist car field with bodies built by Boano. The latest example on the Fiat 600 chassis, with engine bored out to 750 cc, is a coupe no more than 3 ft 8 in height. Rather surprisingly for such a specification it utilizes a bench-type seat. The screen is steeply raked and the headlamps can be folded away when not in use with the aid of a very ingenious swing-over panel, hinged in the centre. At the rear, each wing culminates in a shapely fin into which the bumper merges.

Ghia exhibits a two-door open four seater body on a Dodge chassis. Clever compromise treatment has permitted a typically American appearance to be retained, particularly at the front, together with Italian lines and finesse.

Even the Fiat Multipla, introduced at the Brussels Show in January, has received attention from the specialized coach builders. Farina has taken the spare wheel from the driving compartment and placed it outside, styling it into the front bumpers with a hinged cover. At the rear a full-width opening window is incorporated.

Farina also exhibits an Italian interpretation of the classic German saloon on a Mercedes 300 chassis. The Mercedes radiator is retained; the screen is wrapped round and its overhang behind the door hinge is at least 12 in. The windows of the two doors are completely hidden in their down position and wipers are fitted to the rear screen. Although his Lancia Florida four-door pillarless saloon remains unsurpassed in the world for proportion and line, Farina's five-seat fixed-head coupe on the Mark VII Jaguar chassis is almost equally outstanding.

Continental specialist coach builders are not alone in their art at Geneva. Seldom have we seen a more impressive showing of Rolls-Royce and Bentley cars — and the significance of a discreet notice on the stand will not have been missed; it states that all the cars have already been sold (before the opening) and asks visitors, on behalf of the new owners, not to touch them. We particularly admired the James Young Bentley Saloon, the same builders very neat

No more than 3 ft 8 in high over all, this delightful Bertone Abarth is roomy inside. Its bored-out Fiat engine (600 to 750 cc) is at the rear as usual with the 600 cc chassis

Something of a departure for Farina is this severe but distinctive two-door saloon on the 300 Mercedes chassis

Sedanca de Ville and the Park Ward Coupe on the latest Continental Bentley chassis. The Radford luxury conversion seems to be very appropriate on a car such as the Silver Dawn. Another good example is to be seen on the Sapphire 346, wich is accompanied this year by the 234 and 236 saloons.

The Bristol 405s with 1956 detail modifications and the Arnolt-Bristol, are most attractive cars in their high-priced sports class. A rumoured Bristol-engined AC was not to be seen but a standard blue Aceca was admired. Noone produces compact, two-seater sports cars in the lower price classes better than the MGA, TR 3 and Austin Healey. Even to match them abroad, a much higher price has to be paid.

In terms of inches per franc or pound sterling, the colourful American sedans, hard-tops and convertibles offer most motorcar for money. They are to be seen at Geneva in strength and always now the accent is on colour, both for exterior and upholstery. Either we are getting more used to the American styling, which in the past appeared so exaggerated, or many of the treatments are becoming more restrained. The latter is probably the case and certainly the 1956 General Motors cars are pleasing.

The big Ford Continental MR 11 is one of the few exceptions to the colour trend but its sleek, dignified appearance is a little upset by the hump of the spare wheel housing, which protrudes above the rear deck. With seat and window adjustment among the many devices needing electric power, the 12 volt battery tucked away behind the engine looks remarkably small. The Lincoln Premier hard-top is a particularly select and fine-looking vehicle-as have been several of its predecessors.

Fords have an international display in a first floor salon in addition to their stand in the main hall. Placed among examples of all the Group's products, the new Dagenham Consuls, Zephyrs and Zodiacs look very well indeed, and yield nothing in appearance or engineering to the cars from Germany, France and the U.S.A. The family resemblance is very strong and this points to a sensible collaboration between the various design teams.

The small Hudson and the smaller Nash Metropolitain, built by Austins for the American Motor Corporation, stand amongst the Ramblers — for whose styling we have found no appropriate adjectives. One of the latter has a striking blue and white colour scheme and a fuel tank filler with a neat, flush-fitting cap and moulded R modified as a handle. More attention is being paid to the driver's comfort by providing the bench front seat with divided back rests which are adjustable for rake.

Best and most sporting among the American specials is the Mk. II version of the Chevrolet Corvette. Finished in bronze with cream dimpled leather upholstery, the coachwork, with detachable hard-top, is well balanced from all viewpoints. Powerglide automatic transmission is fitted to the show exhibit but a synchromesh, three-speed gearbox is an alternative. The gear selector is in either case a neat, short lever in true sports car style and the steering wheel would not be out of place in the cockpit of a Grand Prix car. It may be remembered that the manufacturers have applied for a Le Mans entry this year.

No show would be complete without one of the huge Cadillac Eldorados and a frog-eyed Packard Carribean. The blue Eldorado may not be an entirely practical proposition for British roads but there is little doubt that it would be a delightful vehicle where space, sunshine and colour abound. The large brake pedal, suspended on two levers which straddle the steering column is intended for operation by either one foot or both.

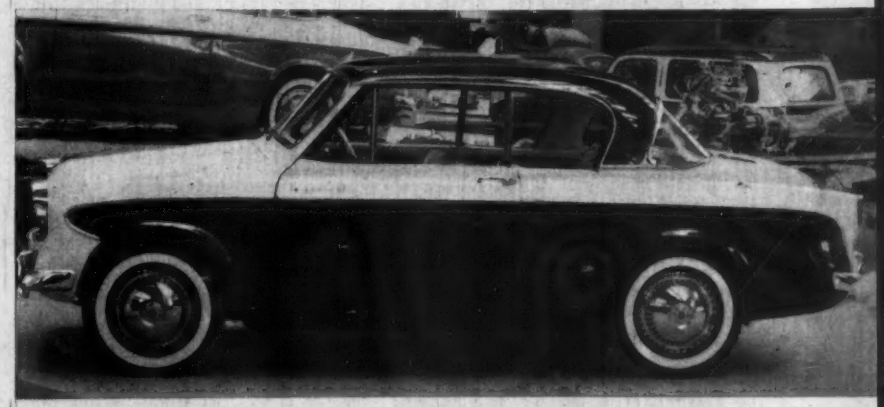
Plymouth still offer Powerflite automatic transmission as the alternative to a synchromesh box but it is obvious that the present traditional gearchange will soon be displaced altogether on cars of this type. Push-button panels on the facia or on extensions fitted to the steering column are replacing the lever type of gear selector — another sign of the automatic age.

Buicks present a good-looking Cabriolet finished in blue and fitted with a 5.25 litre V8 engine and Dynaflow transmission. Servo assisted steering and braking help with the control of this large car which has one of the more attractive of wrap-round windscreens. Unexpectedly a certain lack of attention to detail finish reflects unfavourably on this, one of America's finer cars.

Among the Dodge products is the custom Royal Lancer available as a sports coupe, saloon or cabriolet. These use the 5,156 cc V8 engine claimed to develop 233 b.h.p. at 4,400 r.p.m. Like Plymouth, Dodge use Powerflite automatic transmission.

Still the most attractive of American "small" cars and, in their class, as pleasing as the Corvette, are the Studebaker Hawk variants.

The Fiat 600 is newly offered with sun roof. This is known as the Cabriolet model.



A bright little car with plenty of European appeal, the Sunbeam Rapier is making its first appearance at Geneva

A hard-top for the Mercedes 190 SL

Two attractive Volkswagen specials, coupes with four seats and hard or soft tops, are the work of Boutler of Thun

Disconnected Jottings

BY THE SCRIBE
Barry Appleby Drawings

Degrees of Resistance

WIVES grumble (and with justification) at the amount of attention which a car demands and the large share of hours it takes from the husbands' spare time. Her life would be even more subservient to the four-wheeler if she took Monsieur G. Mideon's advice in a paper I have been reading in the MIRA "Monthly Summary". It deals with **Static Electricity and the Motor Car,** and one of the recommendations is that women should not use beauty products which have a drying effect; if the skin is inherently dry, she (or he for that matter) should take steps to correct it with a suitable diet. But the advice does not end there, for motorists should as far as possible avoid highly insulating clothes and underclothes (and as it is a French paper in question we can forget English embarrassment and say "No nylon slips, ladies"). Some articles of modern dress generate electrons through rubbing on the skin. Shoes, too, should be chosen carefully, preference being given to those with little insulating effect —leather rather than rubber.

What is all this for, you may be asking? Is it the old problem of static electricity in cars, becoming an increasing danger as rubber tyres replace the iron-clad wheels, which got rid of their electrical charges more readily. Monsieur Migeon likens the car and its occupants to condensers connected to the roadway by resistances. He makes the interesting suggestion that a screen of toughened glass may break under the strain of a sudden discharge of the high static charges to which all windsereens are particularly liable.

On the Move

A considerable test of my ability to withstand envy comes in the form of a long letter from a colleague who is accompanying the British Motor Corporation tour of Australia. In fact, though, I feel no envy for I share his addiction to travel in all its forms and can enjoy it vicariously. The word "addiction" is deliberate: as we have many times agreed, so much of travel is delay and discomfort accompanied by malaise in head and stomach that anyone with any sense would stay at home. Fortunately neither of us has that sort of sense.

Anyway, he spent a night and best part of the next day in San Francisco, and stirs my memories of the city by describing the journey up to the Twin Peaks, from which the famous bay panorama is superb. Those rocky volcanic hills—the 1906 earthquake is fresh even in minds that were unborn at the time—permit the houses to cling like wasp nests in a tree, terrace on terrace of honeycomb up and down the seven slopes involved. The devastation of the 1906 earthquake stopped at today's "Automobile Row", a wide street at which point dynamiting of the houses widened a gap that the flames failed to cross.

Since that date San Francisco has been developed as a car-owning city, and it would do our architects good to go over and see how the typical house utilizes the ground floor to garage the car and the first floor for the home itself. This is the inevitable answer to car ownership and small families, to which we shall have to come in the end. Why do we not make a start now, instead or perpetuating the untidy and wasteful garage?

Westward

'FRISCO, he says, was warm and springlike, and that evening he touched down in tropical Honolulu, one of the Hawaiian Islands. "You can say what you like, Scribe, but exploitation hasn't taken the South Sea island atmosphere away from Waikiki. I walked out after the dark had come in

suddenly on the wind, just as did the Constellation in which we flew. The streets had just been washed by a warm rain shower, that lavish rain which sends Honolulu's coconut palms rearing up towards the skies, incredibly high and slender. Their fronds were strained against the misty moon by the steady trade winds, and a dry spadix came crashing at my feet as I explored. The scent of leis was everywhere (the traditional garland hung round our necks on arrival was like a drug) and the surf was crashing on the sands at Waikiki just as it must have done when Captain Cook stepped ashore to his death in this group.

"There is incongruity, of course: a Polynesian family selling native curios from a grass shack and watching the television at the same time; an old, old native, his face like a coconut, cradling a lovely little sleeping girl in his pareu as he sold lei garlands; 'Aloha' on the stone seats that line Kalakaua Avenue, up which the monstrous U.S. cars roll night and day. But there is, as well, the incredible American showmanship that builds daring hotels whose floodlit facades blend perfectly with the palm fronds silhouetted against them; the utterly suitable gaiety of American car colouring (a Morris Minor in shell pink was just right in these surroundings), and the melody of Polynesian names. 'Up there, my driver said to me, pointing to a green cleft between the mountains, 'is the shack that Robert Louis Stevenson used, preserved just as it was in his day.'

"Stevenson in Honolulu? My brain raced back across the Vailima Letters. Surely R.L.S. was only in Samoa, where they called him Tusitala, the Teller of Tales. Yet Honolulu has its Tusitala Street, so maybe the driver knew best. It did not matter. Here I was on a South Sea island, with all the magic of the islands soaking through the crust of civilization that the U.S. has imposed upon it. To anyone with the wanderbug, such an island is an Everest climbed. And tomorrow, I reminded myself my shoes would grind over the coral strip of Canton Island."

Do I envy my colleague? No; it is too mean an emotion. I know only too well how much the treading of that great ocean highway means to him, ever since he first made its acquaintance through some of the greatest travel books in the English language.

Stripes and Dots

A sneaking wish to flout authority is present in every human mind, and therefore to see put into practice what one would like to do, but dare not, gives a private fillip to the normally law-abiding citizen. I confess that it brightened my morning to see that Oxford undergraduates had been busy painting false zebra crossings on to the High Street; and a rather more ironical pleasure to think of the police washing them off again. In the chief constable's position I should have felt like getting the lads to do their own stripping down, and leave it at that. A similar occupation. I would say, to that of the girl mentioned in a guide to Birmingham industry, who is a dominoe dotter in a toy factory.

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IS INSURANCE FAIR?

DO all sections of the motoring community get a fair deal from the insurance companies these days? I don't think the learner has quite so much to complain about as the accident-free driver of long experience. Since his risk cannot easily be assessed from any facts or figures the learner might well be expected to accept cheerfully any terms the insurance company would offer.

Ask your insurance company what they think about all this and you will inevitably be told that they are always on the verge of losing money from motor insurance. You will be assured that they would much prefer not to handle this sort of business, but they have to in order to get the more lucrative business which the motorists can give; house, property and life insurance presumably being meant. One company in whose offices I aired my view presented so grim a picture of the near bankruptcy state of their motor department that I felt an utter cad in asking them to issue cover.

So when there is talk of motor insurance being nationalised we poor simple motorists think what a wonderful thing this would be for the insurance companies. Then they would only need to handle that side of the business providing handsome profits. But are they glad? Not a bit of it, by Gad Sir, they are up in arms and on their high horse right away, printing circulars, issuing press advertisements and going to all kinds of trouble to prove to the man in the street that State insurance for the motorist would be a fatal step, must lead to high rates, could never be fair, etc., etc. And then the poor little man in the street looks up at all those vast properties acquired through the years by these very insurance companies who are doing him such a favour by offering him cover for his little family saloon, and the Little Man begins to wonder. Of course, he is a little stupid, but what huge buildings, and on such expensive lands! But then all this must have been acquired from the profits on things like his house insurance. Of course, that must be it, the insurance clerk said so. But then, slightly dazed by the magnitude of it all, he remembers that his house insurance was only three pounds ten, whereas he paid fifteen guineas for his ten horse-power car and he begins to wonder all over again.

No insurance rates could be too high for some drivers. The sports-car fiend who has at least one nasty accident a year is lucky to get cover at any price. Yet he gets it at a mere fifty per cent higher than his safer fellow road users. But what of the man who does not have any accidents, year after year? He represents good business to the insurance people, and that is where the title of this article comes in, because to this man I think present insurance rates are not fair.

Because I am such a driver in this category, my own car might well be cited as a typical example. I have driven for well over twenty years and am nicely on towards my second hundred thousand mile mark during my ownership of some dozen assorted vehicles. During all this time and mileage I have never made a single claim on my insurance companies, if you will except one minor little item of three pounds for theft of accessories during my early teens. And there are thousands with records like mine, possibly hundreds more than the insurance companies would like to admit.

What is my reward for this record which puts me into the money-for-jam class to the companies? It is a no-claims bonus from my well-known tariff company of a niggardly thirty per cent. Now that, gentlemen, I suggest is an absurd reward for my yearly efforts to protect your interests by the acquisition of an accident-free driving record.

What is required in the insurance world, I venture to suggest, is an entirely new basis of rating and discounts. Any driver who has a fifteen-year claim-free record should be given at least a fifty per cent no claims bonus. After all, he is just paying in his fifteen or twenty pounds, year after year, purely because the Government says he must insure, and possibly because he might smash his car up, which year after year he never does.

If the companies argue a loss in the face of such a high no-claims reward, then it could adequately be covered by transferring the onus to new drivers, who have yet to prove themselves, and therefore are not in a position to argue. And since there are hundreds of new drivers on the roads for every fifteen-year old one, the loss could be made good with a minute percentage increase, hardly noticeable, on the premiums of the new drivers.

An alternative might be to give a no claims bonus of two per cent for each year up to twenty-five or better still a basic no-claims bonus of twenty-five per cent after five years, increasing by two per cent for each year after that. And if the insurance companies very reasonably consider a man to be a bad risk when he gets old then at sixty-five he could be made to revert to the full beginners' rates.

I am fully aware that certain non-tariff companies offer attractive no claims bonuses, some even rising to as much as forty per cent. That is most commendable. But the man in the street has learnt to regard the cover supplied by these smaller companies as being not quite so good as the larger tariff concerns. So the action of the small companies in offering an attractive (though still too low) discount to the safe driver is merely commendable. What is wanted is for the Big Five to follow suit. Perhaps if the small companies can see their way to progressively offering better and better cover at bigger than ever discounts to the known safe drivers then the large organizations will be compelled to fall into line or lose their best paying customers to those who treat them fairly.

There are many other facets to this question of the right rates for the right people. The car of integral construction is vastly more expensive to repair than the separate body and chassis quality job. Therefore the one-piece merchant should expect to pay a higher rate. This is naturally a small point since it would seem to be only a matter of time, perhaps even just a few years before the car with a chassis disappears from the market for good.

A good driver may be the victim of another man's bad driving, resulting in a minor body graze. But such superficial scratchings can often cost five or ten pounds to put right, even though the damage is barely visible to the naked eye. Would the insurance companies not be reasonable in asking all drivers to pay the first five pounds of all such claims out of their own pockets? That sort of thing would make many slap-happy drivers take a lot more care than they do now, knowing that any ill effects of their carelessness would be paid for by someone else.

And what of the professional driver who never covers less than fifteen or twenty thousand miles a year? Classic example is the commercial traveller. By reason of pure experience he must be a better risk than the week-end motorist who only uses the roads when they are most crowded. The 'commercial' uses his car in conditions of ice and snow, often covers long distances in rain, fog and every other type of weather. Surely the man who emerges unscathed from such hazards is worthy of finer reward than a paltry twenty-five per cent discount?

But that must be enough. I hope these words have given you some thinking points. What do you think about insurance rates? Are you satisfied? Do you think you get value for money? Let us hear your views. And to the insurance companies I would say, don't be shy Let us know your side of the argument, but be very sure of your facts, and no soft-soaping, please.

L.S.

An Austin-Healey Hard-top

This interesting conversion of the Austin-Healey into a three-four-seater saloon with Fibreglass top has been developed by Universal Laminations, Ltd., 58 Holland Park Mews, London, W.11. The occasional rear seat falls flat if the space is desired for luggage.

In the pit—Mr. Harold Watkinson, Minister of Transport. He was visiting the Hendon vehicle testing station when the 10,000th car was under inspection

NEWS AND VIEWS

Election of Officers

MR. H. W. LIGHT, general manager of Thrupp and Maberly, Ltd. was elected president of the Institute of British Carriage and Automobile Manufacturers, on the occasion of the Institute's 74th annual general meeting held recently at the Royal Automobile Club, London.

Road Work Loans Restricted

LOCAL authorities have been told by the Ministry of Transport that loan sanctions for work on unclassified roads will not be approved unless the Ministry can be satisfied that there are urgent reasons why the work should not be delayed. Loan sanctions for capital expenditure on other road services will be severely restricted.

Renault Dauphine Price

BASIC price in the U.K. of the new, rear-engined 860 c.c. Renault Dauphine has been fixed at £512. Purchase tax of £257 7s. brings this to a total of £769 7s.

Opportunities Open

DESPITE the fact that there is practically no type of manufacture in Germany which is not paralleled in England and vice versa, the development of trade between the two countries over the past year or two shows that an extremely large number of British manufacturers have products for which German customers can be found. Western Germany, a country of 50 million people with a rapidly expanding national income and with high living standards, can offer a very profitable market to the enterprising trader.

This is one of the conclusions in the Economic Survey of Western Germany, published by H.M. Stationery Office, price 12s. 6d.

More Engineers

AN appeal has been launched to all sections of British industry by the University College of London for immediate assistance towards a £2,000,000 project for training more engineers, and thus helping to overcome the serious shortage of qualified technicians in the U.K. The College's present yearly output is approximately 70 graduate engineers; as soon as the sum of £300,000 is raised, the first stage of an extensive building programme can be completed, and this output will be stepped up by 50 per cent. If the appeal is met in full, the College will be able to accommodate about 600 engineering students, corresponding to an annual intake of about 200.

New Ford Factory

PLANS submitted for a new subsidiary factory of the Ford Motor Co. Ltd., at Basildon New Town, Essex have been approved by the Development Corporation. It is expected that nearly a thousand workers will be employed at the new factory, most of whom will be recruited from the New Town. Work at this factory will be limited mainly to the machining of small parts.

Popular Sports Car

AT home and abroad, popularity of the Austin Healey is reported to be increasing. In South California alone, 150 of these cars—valued at half a million dollars — were sold during the month of January. A Manchester distributor reported orders for 210 Austin Healeys during the same month; this figure is almost double the total for the corresponding period of the previous year.

WESTMINSTER COMMENTARY

It is with a rueful resignation that the motorist learns of pressure which is being put on local authorities to reduce expenditure on roads. Such steps were bound to follow the Chancellor's repeated calls for economy. The axe has dropped at present on the relatively unimportant unclassified roads, and highway authorities have been told that they must satisfy the Ministry of Transport that the work is urgent, and there are good reasons why it should not be delayed, before loan sanctions will be approved. As regards other road services, loans are to be severely restricted and will be granted only if deferment would be harmful.

That the motorist will have to pay to have his car tested under the Minister's new plan is no surprise, either. When Mr. Harold Watkinson visited the Hendon testing station he announced that the charge to motorists under his proposed nation wide scheme had not yet been worked out. However, it had been estimated that the 15-minute tests at Hendon would cost from 5s. to 7s. 6d. per car; at present, of course, this is an experimental station and the examination is carried out free. In the Bristol pilot scheme, the charge is 10s. for the tests which have been carried out by garages during the past fortnight.

Another clause has been added to the Road Traffic Bill. It is to be moved by Mr. Hastings from the Opposition benches, and concerns chemical blood tests for drivers who are charged with being under the influence of drink, when they are involved in a fatal road accident.

One of the Wednesday questions asked in the House was about the report of the inquiry into London Transport. In his written reply the Minister included several general observations on traffic in the capital. Staggering of hours (which could bring about a great relief of peak-time congestion) and parking meters were mentioned, and the answer included this significant sentence: "Much . . . will depend on the ability of London Transport to attract, through the improved efficiency of their service, a substantial number of persons who at present use private cars for their daily journey to and from work."

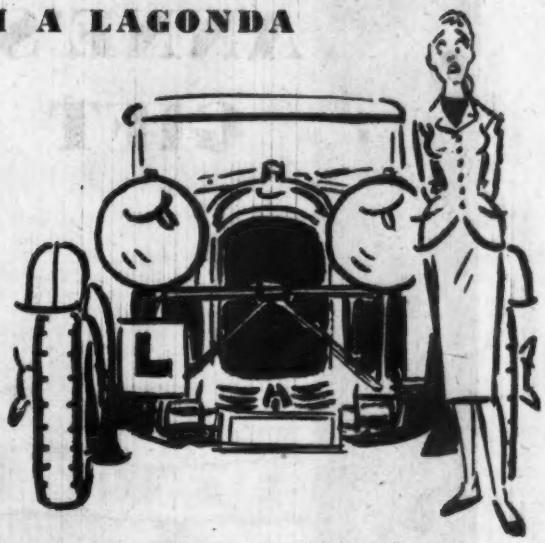
The T.U.C. have written to Mr. Watkinson on the subject of street lighting; they want a uniform standard on all British main roads. One wonders if it is generally appreciated by the authorities concerned now much less accident-prone a properly illuminated main route is than a dark one.

The Restrictive Trade Practices Bill has been given a second reading in the Commons.

STUDENT OF POLITICS

TRIALS OF A TYRO—WITH A LAGONDA

Bessie At Bay



IT wouldn't be so bad if the car was a little Austin or a Morris Minor, but my Ma and Pa don't like small cars so they always drive very old and very large vehicles—at the moment an ancient Lagonda convertible usually (but not always) called "Bessie"; and Pa, who used to race in his younger days, has a very old Bugatti—a noisy, roaring, spluttering car. Beastly thing! Oil leaks all over my nylons, and with an extraordinary thing called Ki-Gas which someone has to pump periodically.

The trouble is, Pa thinks it's time I learnt to drive. He's got the idea that I ought to follow in his footsteps. Dashing, devil-may-care . . . you know. But I'm not that type at all; I only want a car to get from A to B quietly and without fuss. I don't really like motor cars, and candidly I'd much rather go by taxi any day.

However, Pa is adamant, and Ma says I must brace myself and get on with it.

The first horror I have to contend with is double declutching. Ye Gods! Talk about complicated. It would be easier, of course, if I could reach the pedals. I'm only 5ft nothing, with legs in proportion to my size, and it makes things so difficult. Pa had a set of thick rubber pads made to fit over the pedals, but even they don't do the trick, so I have to be propped up with cushions as well. I look rather like an invalid in a bathchair when I'm really and

truly settled in. Pa's dream of a dashing, mechanized Diana of a daughter seems just a little hazy.

I shall never be able to drive "Bessie" properly and the Bugatti—well—no one can get it into gear except Pa! It's all very depressing. In any case my mind is always on other things—on Michael and Duncan; and last Thursday night at the Casa Pepe; and wondering if anyone will invite me to the May Week Ball; and shall I wear the red satin or the peacock blue.

And "Bessie" is temperamental—that is an undisputed fact. She is reputed to react to kindness, at least so Ma says, Pa disagrees; so do I. He says the more you bash her around the more she will do for you. But then, as Ma and I agree, he's male, and no woman minds a little bullying on the side from a male—it's a woman she won't take it from.

Anyway, all I know is that "Bessie" has been responsible for more embarrassing moments than I care to imagine. Like coming to a standstill in front of the Hyde Park Hotel and getting tangled up in the bumper-bar of a very glossy American car in Shaftesbury Avenue.

People can't believe their eyes when they see "L" plates on the Lagonda—they just goggle! And the policeman at Hammersmith Broadway crossroads stopped everything to wave me through. I must say he looked pretty stunned.

And of course I'm hopeless. Ma's given me up as a bad job. Billy, our lorry driver, tried to teach me once—only once. "Cor!" he said, "Cor! you missed 'un—" and passed right out.

I've missed them all so far, I don't know how. I feel like I might be driving the *Queen Mary* across the Atlantic with a crew of one man and a boy. I'll never pass my test on this great mass of machinery.

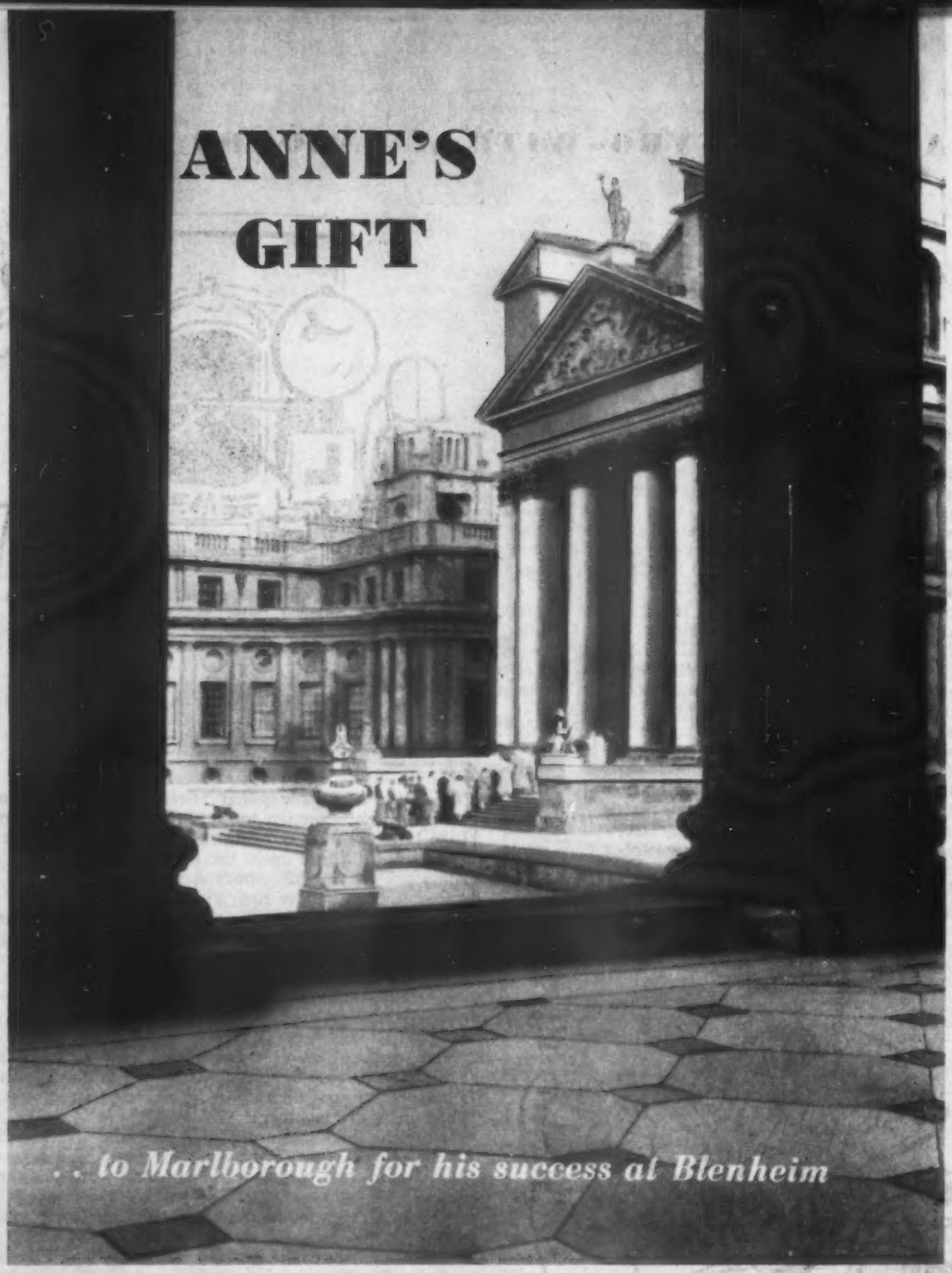
Now the final shattering blow has fallen. Daddy's been talking about having a new car for years, and now at last he's found one which he considers worthy to replace "Bessie."

Out of all the cars he might have chosen—nice, cosy little joggers-along, nice, steady, almost dead cars which would just suit me—but no! It's the most terrifying car—a thing called a Panther or a Leopard or something, that does 140 miles an hour. The last thing I ever want to do is 140 miles an hour, and I have not the remotest intention of getting behind the wheel of this infernal machine—Oh, dear, whenever shall I get rid of these "L" plates . . .

Isn't there one nice kind gentleman somewhere in the South of England with a little car—a very little car—who'd like to teach me to drive . . . ?

JANET EDWARDS.

ANNE'S GIFT



. . to Marlborough for his success at Blenheim

THERE was an arab stallion for sale in Blenheim Palace, and not far away a red M.G. Midget nestled close to the walls of a courtyard. The setting, in rolling Oxfordshire country thick with trees, is far in atmosphere from either, in spite of the many cars parked in orderly rows in front of the east gate. Moorhens flew noisily across the surface of the lake, or fussed chicks into the shade of an island. This stretch of water had been enlarged by "Capability" Brown past the Grand Bridge, which casts its yellowish, bold and far from insignificant reflection into the water.

Perhaps that is the keynote of Blenheim; the house is not beautiful by all standards, but it is significant, making its presence felt by sheer size and magnificence. The first sight can be disappointing, for one cannot see the building as a whole. It was never intended primarily as a home, but as a memorial to the victory of Blenheim, in which Marlborough won fame for himself as Commander-in-Chief of the allies who overwhelmed the French and Bavarians, with such important results for England.

BY SHIRLEY CARPENTER

So, at the height of his favour with Queen Anne, governed to a large extent by his wife Sarah's influence as first favourite of the royal lady, John Duke of Marlborough received a gift of Woodstock Park—the old hunting ground of kings; the manor house had once held Elizabeth I captive. Queen Anne also made a grant towards the building of Blenheim and the gift was sanctioned by Parliament.

Like most ladies, however, Anne was capricious, and fell out with Sarah at a time when large sums were owing to craftsmen and workers, and payments petered out. Then followed a prolonged stay abroad for the Marlboroughs, during which building was at a standstill. They did not come back until George I had succeeded Anne; debts were settled by the new king, and in 1716 work recommenced at the Duke's own expense, after a lapse of four years. The battle of Blenheim took place on August 13, 1704; but it was not until 1720 that the Duke and Duchess moved in.

Throughout the building it was difficult to reconcile the megalomaniac conceptions of the architect with the expense of construction, and extravagance was a subject of much bitter disagreement between Sarah and Vanbrugh; the young man who had been chosen from Queen Anne's board of works, where he was second to Sir Christopher Wren. Other names in building art were associated with Blenheim: Grinling Gibbons, the sculptor; the Edward Strongs, artists in stone; Nicholas Hawksmoor, assistant to Vanbrugh, who was responsible for some of the most beautiful work in the palace; and James Moore, the cabinet maker, who took over when the original architect walked out after the final quarrel with Sarah.

The great court of the palace is, well, splendid—megalithic if you like. From the huge colonnaded entrance one can look across to the hill slopes of the park, where a straight avenue of elms leads to the column of victory, emulating in a very different key the rise of the tree-lined Champs Elysées to the Arc de Triomphe.

The great hall seems confusing at first to the visitor who is plunged into its complex loftiness, and he wanders rather aimlessly from object to object. Soon the interest quickens, perhaps at a case of toy soldiers, Napoleon's army in miniature, horse and foot; at a stuffed peacock or pheasant, or a realistic pottery half-lemon in the china room. On the wall is a clock-face which, instead of the hours, denotes the compass points; the wind was in the north-west that afternoon. The diamonds of black tile which relieved the white floor looked damp still in the centre, no doubt from a morning "do."

The room where Sir Winston Churchill was born comes early in the tour, a reminder of this great statesman's close connection with the Marlborough family. His father was a younger son of the seventh duke, and it is interesting to note that the family tree goes back to a Sir Winston Churchill born in 1620.

Then come a succession of drawing and state rooms; flashes of green, gold, a pink which in modern days we call shocking. Gold and white ceilings, fringed curtains tied back with tasselled cord, a tapestry dog with hind legs like a horse, and chaperone settees in which the older person is provided with an individual seat nearest the fire. There is silver and gold work to admire, and a flat ceiling painted to give a very realistic impression of a dome, beneath which a little boy, obviously rather fed up with all of this climbable furniture roped off from visitors, said that he thought "we can get some tea here, can't we Daddy?"

How to get there. Blenheim Palace is near the Oxfordshire town of Woodstock which is on A34. It is 62 miles from London, and motorists travelling from the capital should take A40 as far as Oxford; follow the by-pass, and the Woodstock road branches off at a roundabout.

The palace is open Thursday from 1.30 to 4.30 p.m. up to March 22; Monday, Tuesday Wednesday and Thursday from 1 to 6 p.m., March 26 to August 2.

The room which sealed my liking for Blenheim was the long library, a feast of white and different shades of cream. There are big windows facing west, as it was intended to be a picture gallery. For the beauty of Isaac Mansfield's stucco ceiling we can thank Sarah's economy, for had sufficient finance been available, decoration would no doubt have smudged its classical lines. An organ was installed under the far dome in 1891, which we felt to be a pity, because it does not fit gracefully into this space, blocking one end of the hall. Massed flowers had been arranged in large vases on the tables, and the sun streamed in to glint on the gilt frames for the book cases which line the walls, accommodating volumes and volumes of fine leather bound works: *Marlborough Papers, Letters of Horace Walpole,* books on birds, parliamentary debates.

This library formed the setting for last year's Dior fashion show in aid of the Red Cross which took place before Princess Margaret, and the guide informed us that by the time they had finished, the mannequins had walked three miles.

Arrangements for visitors are excellent, and there is a guide waiting in each room, so that parties are not herded about from place to place before they have had their fill. Outside there is a book for suggestions, as well as a flower kiosk inviting you to take a "growing memory" home. Tea and minerals can be obtained on the terrace at the end of the tour, and one can sit in the sun with the characteristic smell of clipped box hedges rising from the formal garden.

TOUGH RIDE TO BLACKPOOL

Britain's Big International Rally an Outstanding Success

On the way to victory, Lyndon Sims in the DB2 Aston Martin during one of the final tests at Blackpool on the Saturday morning. Right: J. Ambrose, L. Sims and R. Jones, the Aston Martin and the fruits of victory arrayed on the bonnet

WHAT was probably the best R.A.C. Rally ever held finished in the early hours of last Sunday morning, 162 travel-stained and weary survivors of a field of 205 checking in at the final control at Blackpool. Though run in ideal weather conditions, the 2,100-mile event had been fast and very tough, making heavy demands on cars and crews. Briefly, the Rally had taken the following form: On the previous Tuesday morning, after a driving test, cars had set out simultaneously from Blackpool and Hastings, converging at Prescott hill in Gloucestershire for a timed climb. From here they followed a common route down to Bridgwater, the stepping-off point for the first of the night navigation sections, early on the Tuesday evening. Wednesday morning saw them emerging from the tribulations of the night and returning eastwards through Bridgwater to a succession of tests held at Castle Coombe, Matchams Park (near Ringwood) and Brands Hatch. After a final test on the seafront at Hastings, a brief night-in-bed was terminated at 3 a.m. on Thursday (for the early numbers) and the cars emerged from the *parc fermé* for the next stage of their travels.

Silverstone was the scene of the next test—not for nothing is Britain's contribution to the European Touring Championship referred to as the "Rally of the Tests". Then came Cadwell Park, and Gamston—both used in the summer months as racing circuits—with further driving tests, and the division of the field, once more, into two groups which bifurcated to York and Harrogate, stepping-off points for the Yorkshire night navigation section. Odd numbers went to Harrogate, then drove northwards—broadly speaking—on the western section, before striking off south-east to the start of the eastern section; the York contingent, even-numbered, covered the same broad pattern, beginning in the western section. Both emerged at Scotch Corner where there was a halt of 90 minutes, spent in eating and, by drivers, in trying vainly to make up for lost sleep to the accompaniment of feverish work on the maps by their navigators.

From Scotch Corner, a common route led northwards through Otterburn to Charterhall, with their further driving tests, and back down to Penrith and Friday night's toughest-of-all navigation section which included the formidable Hard Knott Pass—easy enough for a modern car at touring speeds, but, at an average of 30 m.p.h., with worn brakes and possibly an ailing car, and, worst of all, in darkness, this section allowed for no misjudgments. It was with considerable relief that the keyed-up crews reached Spark Bridge, the end of the section and its 13 time controls. From here less sinuous roads took the reduced field to Tow Top, with its downhill braking test, to Blackpool and welcome sleep. On the Sunday morning there were three further driving tests in Blackpool.

That was the pattern; the vicissitudes, adventures and misfortunes of those that set out on the event would fill a book. Though rallies do not rate high in popularity with the British public, and organisers in this country are hamstrung by rules and regulations—to such an extent that few foreign drivers are attracted by this International event—as a proving ground for production cars there is no doubt that the R.A.C. Rally has a great deal to commend it; there can be little at fault with a car that survives its considerable strain.

The night navigation sections, which had as many as 20 controls within 150 miles, called for exceptional concentration on the part of both driver and navigator, an average of 30 m.p.h. being required over some of the most undulating and tortuous lanes and tracks of the West Country, the Yorkshire hills and dales and the Lake District. The slightest navigational error could put this average out of reach, and the slightest relaxation by a jaded driver imperil both his car and his crew. For four whole days, in which sleep played a negligible part, they were slaves to the stopwatch and the remorseless ticking of the Longines time recorders which stamped their route cards at control points.

Ronnie Adams, this year's Monte Carlo winner, was fastest in his class in several of the many speed tests, but consistently lost marks on the navigational sections, and Jimmy Ray, last year's winner of this R.A.C. event, lost 30 marks through forgetting to have his card stamped at Prescott until three minutes after his scheduled time. Amongst other notabilities, Ken Wharton, driving a modified Riley Pathfinder works car with its radiator shell painted in yellow, his racing colour,

Winter Prescott, unfamiliar with the bare trees. W. G. A. Penhale's Triumph TR2 rounds Pardon Hairpin during its timed climb on the Tuesday morning. Orchard corner can be seen beyond the car

was handicapped more and more by a failing gearbox; first and reverse became unusable before the difficult Hard Knott climb in the Lake District, so that the clutch had to be savaged in conjunction with second speed. Small wonder, then, that this component packed up during the final test on the Blackpool promenade, and the car had to be pushed ignominiously away from the finishing post.

Of the women, Pat Moss was well in the lead at the end of the road section, having conducted her scarlet M.G.A with the dexterity which runs in her family; but she took a wrong turn amongst the confusion of pylons in the final test, and that was that—100 penalty marks, and third place behind Angela Palfrey's Austin A.40 Sports and Pat Handley Page's Rover 75. Another woman competitor who shone brilliantly was Mrs. Joan Johns, with her husband as co-driver, who handled her modified Austin A.90 to such effect that they came 6th in the general classification, and helped the Austin works team, including also Gerry Burgess' normal production A.90 and Jack Sears' modified A.50, to ultimate victory. The Johns lost not one single mark on the road section.

In the timed tests, particularly those calling for reversing and quick, high-geared steering, the Morgans were particularly successful, but the way some of the old hands threw their XK 140 Jaguars about, letting the steering wheels spin back between their palms after turns, was exhilarating in the extreme. It goes without saying that the Appleyards performed consistently throughout, with the greatest skill and the least possible fuss and ostentation.

In the final, involved Monte Blackpool test on the promenade, Morgans were lying first, second and third for fastest time until R. B. James, at the wheel of J. C. Winby's Austin-Healey 100S, shot round the course in a time which knocked all the others for six—a performance which was one of the highlights of the Rally. Until the Yorkshire special stage, where he lost 140 marks through a mistake in navigation, John Patten was well in the lead in his Porsche 1500, having excelled himself in the driving tests.

Sim's achievement was the outcome of his own prowess in the driving test and difficult night runs, faultless navigating by Tony Ambrose—aided and abetted by Roger Jones—and a very fine car which was scarcely designed with rally-winning in view. This was the first rally in which the new M.G.A has been present in fair numbers, and they are clearly destined to be even more successful than their predecessors.

Two of the new 2.4-litre Jaguars were competing in their first international rally, and it was good to see one of them—handled by W. D. Bleakley—in fourth place. They looked right, sounded very healthy, and the only complaints one heard were of unnecessarily low-geared steering and a touch of brake fade in a tough section. Finally, no paeans of praise would be complete without a bouquet for the robust and healthy little Standard Tens and Renaults and their relatively cramped crews. P. G. Cooper's 5th position in the general category with his Standard was a minor miracle.

Exploratory lap of Cadwell Park. An early batch of competitors follows the official Humber Hawk round the circuit, led by H. H. Cordwent's Ford Zephyr, before setting out on their timed runs

GENERAL CLASSIFICATION

1 (Peall Trophy), Aston Martin 2,580 (L. O. Sims, J. Ambrose and R. Jones), 29.2 marks lost.
2, Jaguar 3,442 (Mr. and Mrs. I. Appleyard), 50.0.
3, Morgan 1,991 (Dr. J. T. Spare and M. H. Meredith), 54.8.
4, Jaguar 2,483 (W. D. Bleakley and I. J. Hall), 65.1.
5, Standard 948 (P. G. Cooper and G. Holland), 81.6.
6, Austin 2,639 (Mr. and Mrs. D. Johns), 82.9.

LADIES' AWARD: 1, Austin 1,200 (Miss A. Palfrey and Miss A. Jervis), 419.1 2, Rover 2,230 (Miss P. Handley Page and Mrs. J. Ashfield), 426.9. 3, M.G.A 1,489 (Miss P. Moss and Miss A. Wisdom), 429.1.

TEAM AWARD: Austin 2,639 (Mrs. J. Johns), Austin 2,639 (G. N. Burgess) and Austin 1,489 (J. Sears) 568.7 aggregate marks lost.

STARTING CONTROL AWARDS: *Blackpool*: Aston Martin 2,580 (L. O. Sims). *Hastings*: Standard 948 (P. G. Cooper).

BEST PERFORMANCE BY ALL-FOREIGN CREW: Volkswagen 1,192 (J. D. O'Leary and A. M. Canty), 91.9.

CLASS AWARDS:

Series production touring cars up to 1,000 c.c.
1, Standard 948 (P. G. Cooper and G. Holland), 81.6.
2, Renault 747 (Mrs. B. Neate and J. Fraser), 1,202.3.
3, Renault 747 (B. W. Fursdon), 2,348.3.

1,001 to 1,300 c.c.
1, Volkswagen 1,192 (J. D. O'Leary and A. M. Canty), 91.9.
2, Volkswagen 1,192 (W. G. E. Mackintosh and G. S. Turner), 203.9.
3, Ford 1,172 (E. V. Baker and R. P. N. Stark), 301.5.

1,301 to 2,000 c.c.
1, Austin 1,489 (A. H. Senior and C. Hall), 90.0.
2, Ford 1,508 (D. G. Scott and S. Asbury), 322.8.
3, M. G. 1,489 (W. C. Slocombe and F. P. Seager), 499.7.

Over 2,000 c.c.
1, Jaguar 2,483 (W. D. Bleakley and I. J. Hall), 65.1.
2, Sunbeam 2,267 (P. Harper), 414.5.
3, Jaguar 3,442 (H. J. Pocock and M. J. L. Sykes), 154.4.

Grand touring and modified series production touring cars up to 1,300 c.c.
1, Standard 948 (J. C. Wallwork and W. Cave), 112.6.
2, Standard 948 (Mr. and Mrs. T. A. Gold), 126.9.
3, Standard 948 (H. E. Rumsey and P. P. Roberts), 191.4.

1,301 to 2,600 c.c.
1, Aston Martin 2,580 (L. O. Sims, J. Ambrose and R. Jones), 29.2.
2, Porsche 1,488 (J. Patten and M. Carson), 154.1.
3, Austin 1,489 (J. Sears, K. Best and P. Garnier), 271.8.

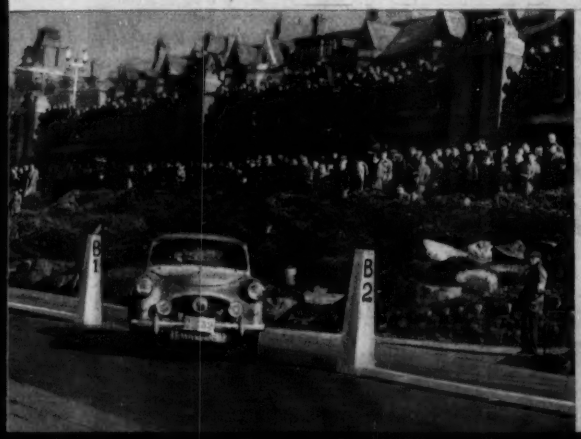
Over 2,600 c.c.
1, Jaguar 3,442 (Mr. and Mrs. I. Appleyard), 50.0.
2, Austin 2,639 (Mr. and Mrs. D. Johns), 82.9.
3, Jaguar 3,442 (I. A. Maiden and B. C. Pritchard), 229.5.

Series production sports cars up to 1,600 c.c.
1, M.G. 1,489 (A. F. Coakley and J. Noble), 225.4.
2, M.G. 1,489 (D. C. Absalom and G. F. Brown), 247.7.
3, M.G. 1,489 (J. N. M. Hills and J. K. Morris), 247.9.

Over 1,600 c.c. and over 2,600 c.c. combined
1, Morgan 1,991 (J. T. Spare and M. H. Meredith), 54.8.
2, Austin Healey 2,660 (L. Griffiths and T. W. Underhill), 170.8.
3, Morgan 1,991 (A. L. Yarranton and D. Thompson), 179.2.

Sydney Allard, in the big Allard saloon, leaves the Farmer's Arms control at the end of the tough Lake District special section on Friday night

Ladies' prize winner, Angela Palfrey takes the Austin A.40 Sports through the pylons on Blackpool's seafront in brilliant sunshine



Swiss Movement — One Jewel

by RONALD BARKER

The grey Sapphire Countryman pauses by a typical farm in the French village of Chavannes, a few miles west of the Swiss border between Belfort and Basle.

NOW and then a particularly tasty plum falls from the Editor's tree, and this one contained no common kernel, but a shiny, new Sapphire 346. Waldo Price-Owen, who now manages the export affairs of Armstrong-Siddeley, Motors, was bound for Switzerland with a Radford Countryman conversion of the standard saloon — to be used as a demonstrator during the Geneva Show — and offered first-class accommodation and all modern conveniences to a navigator and co-driver for the trip. The Editor suggested to me that this seemed an admirable opportunity to add to my knowledge and experience of the 346, which shows what understanding people Editors are. (Flannel noted.—Ed.)

We had no tight time schedule to maintain, which was just as well in view of the special nature of the car and the almost Arctic conditions prevailing on the highways of the European Continent, in the grip of the severest winter for many years past. Thus we planned to cross by the Dover — Dunkirk night ferry one Sunday evening and spend two days crossing France, to arrive in Berne for the Tuesday night; thereafter I would make some practical use of my presence in Switzerland and return by B.E.A. Viscount from Geneva on the Thursday afternoon.

Our rendezvous in London allowed us plenty of time to pay heed to treacherous road surfaces along A20 and to pause for a late dinner in Ashford, where we ate most appreciatively at the George; during the last few years there has been a tremendous improvement in both the selection and quality of food offered by reputable hostelries in this country, but it is good to know of at least one such which keeps its kitchen ovens hot later than most on this much used route.

The pale grey of the Sapphire blended well with its snow-covered setting, and it looked as natural as would a white fox in an Arctic ice-field; inside, it was snug and warm, and with the inner man satisfied, one sank back into those deep, red leather cushions with that mellow sense of well-being synonymous with the Club armchair after an evening gluttony. Yet perhaps no single item of equipment contributes more to this sense of luxury than an efficient heater unit, not so very long ago a rare provision indeed, yet now commonplace on the cheapest cars.

The Armstrong-Siddeley was by no means free of draughts, insidious jets of sub-zero air betraying chinks in the rubber armour of the door seals and adding to one's appreciation of the heater. On the dry, dirt roads of the tropics dust is a persistent foe, and we still have some lessons to learn from our American and Continental rivals in the matter of efficient sealing; some of these cars are now slightly pressurised in the driving compartment to combat this nuisance—but pressurisation cannot be achieved if there are too many punctures.

The long hill out of Folkestone, virtually unclimbable without tyre-chains when conditions are really bad, was surmounted with wheelspin and little reserve traction, and before long we were lost in the murky maze of Dover's docks. A final obstacle, after the A.A. and customs officials had cleared us, was the steep and slippery ramp leading up to our boat, the Hampton Ferry, and a dock-hand encouraged us: "Give 'er all you got, sir, and she'll make it". She did—just. We parked her beside a streamlined maroon Lotus, which members of the ship's company were examining without much appreciation. "Home-made job, I suppose", said one, and another thought it would only do 80, because that was the maximum on the

On the slippery threshold of its continental journey, the Sapphire poses elegantly beside the famous docks of Dunkirk.

speedometer; so I defended Colin Chapman by explaining about tachometers, and suggested a maximum speed which Colin would have blushed to hear.

Any expectations of a good night's rest in preparation for an early start were soon rudely shattered, when a Channel swell took charge of our transporter and gave us all the thrills of the big dipper at a seaside fun fair. Water, trapped in the U of the cabin wash-basin, gurgled gleefully all night, our cupboard doors slammed and the cabin walls creaked and groaned with constant flexing of the structure. One even had to crank the knees to prevent one's body from rolling out of the bunk, and by morning we were ready for a good night's sleep. I sighed for the smooth expediency of a Silver City Bristol freighter.

Dunkirk welcomed us with roads glazed with a transparent film of ice, on which the Armstrong's new Dunlops found about as much grip as a dog's pads on waxed linoleum. It was strange to see front-drive Citroens, sure-footed Peugeots and thundering French diesels reduced to a common 15 m.p.h., their powers of acceleration and arrestation practically non-existent. The steep camber of the roads added to the sport, and there was no alternative to a patient, alert progress at this rate for many miles.

It was during this morning run that we gradually became aware of Gaston; he was driving a small van—Citroen, Renault or Berliet, perhaps—and he was the press-on type. Waldo was worried about having Gaston on our tail, so we waved him on to overtake us on a slight downgrade, and he swung out to pass. He never made it; instead, he kept on swinging and followed us for quite a distance sideways, like a tinned crab. Poker-faced, he waited until inertia had played itself out, then turned once again in our direction and renewed the chase.

Next time Waldo pulled well off the road, and Gaston, grim with determination, sped by on a steady course.

A few miles further on we came across something long and rusty lying in the road, then Gaston proceeding at a fair pace, but in the opposite direction; he had shed his exhaust system. Another ten miles, and we were confronted by a vast lorry charging down a hill towards us, passing a small saloon. "Off the road, Waldo!" I urged, and he steered the Armstrong into thick snow at the road's edge. The danger past, we regained the road but could not get sufficient adhesion to restart, and it was whilst we were reversing to the bottom of the hill that a triumphant, but still poker-faced Gaston overtook us, his little van now bellowing like an asthmatic cow. That was the last we saw of him.

Mercifully, there are few steep slopes in this part of France, and we progressed through Cassel, Bethune, Arras and Bapaume to reach Peronne for lunch, having covered some 90 miles at the inconsiderable average of 18 m.p.h.

Here the A.A. Foreign Touring guide agreed with that invaluable French guide to good eating-places, Les Auberges de France, published by the Club Des Sans Club, in recommending L'Hostellerie des Ramparts, and where we consoled ourselves with a first-class meal, brought to perfection by a modest bottle of Beaujolais.

From Peronne, the road surfaces changed almost miraculously into hard-packed snow, with only occasional patches of dangerous ice to demand constant caution, and we were able to bowl along at much better speed. An overload of good things had, however, taxed our unaccustomed stomachs, which for several hours went about their work with more vigour than efficiency. This discomfort from over-indulgence, combined with the rough state of the roads, accentuated an impression that the front end of the Sapphire is insufficiently restrained, in that it plunges up and down more than it should if encouraged by inequalities in road surface of a certain frequency. An adjustment for the setting of the rear shock absorbers is provided, the hardest setting possible seeming to match all conditions; but the pitching motion is always more pronounced at the front.

Berne, Federal Capital of Switzerland, has some fine old arcaded streets, and the Zytglogge Turm (Clock Tower), containing a 16th century chiming clock, is one of the city's most precious early buildings.

A Swiss garage mechanic and passer-by are intrigued by the Countryman's picnic set, here seen resting on the sliding table included in the special equipment of this model

After a lunch-time halt at Péronne, Waldo Price-Owen selects an afternoon route beside the frozen waters of the Somme

Rivers and canals were frozen solid and carpeted with snow; everywhere were barges and boats of all kinds trapped and held fast with little prospect of being freed to resume their trade for many weeks. We wondered whether their owners were compensated for their idleness by insurance, and how their timbers would react to the compressive forces trying to crush them; and we thought what fun it would be to drive the Countryman on to one of these wide rivers, and speed along its surface free of anxiety about steep gradients, crossroads and the opposing traffic stream.

The 346, which had been as sweet and docile as a lamb at the lower speeds, welcomed the improvement in conditions as much as we did, and with a very light touch on the throttle pedal upward changes of its automatic gear box were scarcely discernible; more vigorous treatment produced the slight snatch one has come to expect of this type of instrument, and it was always found preferable to change down by means of the manual lever rather than by the "kick-down" method. This large Sapphire can, of course, be obtained with either the Wilson pre-selector or a plain synchro-mesh box, and my own preference would still be for the manual box for its cheapness, simplicity and closer gear ratios. Nevertheless, the fully automatic box with two-pedal control does contribute a lot to the ease and simplicity of handling this relatively large car, and would best suit the majority of drivers.

One of the places to remember for a night halt on this route is the Hotel d'Angleterre at Chalons-sur-Marne, some 30 miles S.E. of Rheims on N.44 and about 195 miles from Dunkirk. Chalons is a spacious and attractive town, and the Hotel d'Angleterre is almost brand-new, an earlier building next door still being used for meals until the new restaurant is completed. It is modern, attractive in decor and spotlessly clean, whilst the cuisine is in the best traditions of France. Edelweiss was the title of a masterpiece consisting of a watery vanilla ice in the form of a hollow ring, filled with Chartreuse and decorated with fresh whipped cream to represent the Alpine bloom.

Whilst in Chalons, I determined to obtain for my kitchen two appliances manufactured by the old-established firm of Peugeot Freres—a wooden pepper-mill and a coffee grinder. These I found at a quincaillerie in the market square, and Waldo was also unable to resist a pepper-mill for his dining-table. I am now able to grind my breakfast coffee, pepper my breakfast egg and drive to work with mechanical contrivances from a common source. Such an affectation would be quite meaningless were any of these items less than first-class, but each serves its purpose admirably.

Our second day's motoring began with qualms about crossing the Vosges into Switzerland, bearing in mind that the Armstrong must not suffer the least surface reminder of its journey. It proved difficult to get any two natives to agree on the easiest route, but on balance it seemed that the most favourable would be the short Belfort-Basle crossing along N19 in the lower ground between the Vosges and the Jura. In front of the 346's driver is a battery of four warning lights, for handbrake, choke, headlamp full beam and ignition, and the handbrake lamp would not now extinguish. We satisfied ourselves that the brakes had in fact freed, but made a mental note that lamps of different colours would simplify identification of the service indicated, especially at night. Since the handbrake cables were obviously inclined to freeze up in their outer housings, there was clearly a necessity to pack these with low freezing point grease.

From Chalons onwards the roads were more or less constant in quality, with a predictable surface of hard packed snow which enabled us to make relatively good time. There were even occasional clear stretches where the speedometer could be allowed to approach 80 m.p.h., at which speed this single-carburettor car seemed quite happy, indeed relatively quieter and smoother than at 40. On these brief bursts of speeds the suspension seemed more at home, stiffening up in line with the greater demands on it, and one longed for 20 clear miles in which to get the true feel of the car.

One of the more significant features of this model is its adjustable power steering, which can be set by a simple manual control to give any degree of assistance from nil to 100 per cent power. Experience indicated that no power assistance was required except for manoeuvring at a walking-pace, and the merit of this control would be much greater if there were less reduction in the steering gear box. Without assistance there is less definition and feel than is desirable, and the ratio is such that the more acute bends require a considerable amount of arm movement. I should like to try the 346 with, perhaps, 2½ turns from lock to lock instead of 3½, and would expect then to appreciate 50 per cent. power assistance for normal use.

After lunching lightly, quickly and without distinction in Vesoul, we were soon through Belfort and enjoying the picturesque timbered farmhouses of the border country, where many village names emphasise the German origins of those parts, and reached the Swiss border in full daylight; but by the time we entered Olten, lamps were lit along the famous old wooden footbridge, built at the beginning of the last century to carry pedestrians over the River Aare—a magical, fairyland sight.

Stopping near Olten for petrol, we had to content ourselves with commercial grade because the Super pump had frozen up. Again, when we asked our Berne garage to wash the Sapphire, we were told that the water supply had suffered likewise—in Switzerland! Berne was, in fact, so cold that it was a mild torture to leave the warmth of our carriage, and many citizens were equipped with woolly ear-muffs. It is the Federal capital of Switzerland, and not so international in character and gay as the larger centres such as Geneva, Zurich and Basle; but it is a fine old city full of ancient buildings and arcaded streets, standing on high ground within a loop of the Aare, with no fewer than five high-level bridges radiating over the river.

In Berne we stayed at the Hotel Bellevue-Palace, a wonderfully equipped and managed establishment which merits every one of its five stars, and from here Waldo travelled on in the grey Sapphire to Zurich. He had quite a full programme of visits to make in the larger cities of Switzerland prior to the Geneva Salon, whereas I had one day in which to follow up various contacts before finding my way home by other means. The Sapphire had provided restful and efficient transport, and its special equipment, including seats which let down into beds, a tape-recorder and all the paraphernalia required for washing, shaving, eating and drinking (hot and cold), attracted lots of attention wherever Waldo chose to display it.

Swiss trains are fun; the primitive campanology of their little bells contrasts with the modern might of their electric locomotives, equipped with snow deflectors and massive headlamps and driven by ordinary little men dressed in civilian clothes. Inside, they are comfortable, overheated and well furnished, all metal fittings being in nicely-worked aluminium, and between halts an attendant pushes a clattering aluminium trolley along the corridors, selling hot tea and coffee, rolls, chocolate and cigarettes. Train fares are, however somewhat expensive, my second-class journey from Berne to Geneva, about 100 miles, costing 23 francs (at 11½ to the pound sterling). For the same journey, a third-class seat would have cost 16 francs, and a first-class 32 francs.

As the Viscount rose from Geneva's snow-covered airfield, I glanced back over the city and saw a steam train passing through, laying in its wake the thickest and dirtiest smoke trail there ever was—a reactionary blackleg in the cleanest and tidiest country in the world.

Near the ancient city of Lâon, we struggled to remove heavy accumulations of ice from beneath the wings

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6H/105A

ACCESSORIES

Light Tail Rack

A LIGHT tail-panel rack—it weighs only 3lb 3oz—is introduced by Horvell Products, Ltd., Red House Industrial Estate, Aldridge, Staffordshire. The rear legs are telescopic, so that the 2ft 4in by 1ft 5in platform may be adjusted to level. Attachment is by bolts, with rubber washers, and this means drilling the tail panel. The price is £7 10s.

Although the rack is light, it seems strong enough for any luggage weight which a tail panel or boot lid will bear. The finish is chromium plating. This is smooth and glossy on the tubes, occasionally imperfect at the welded joints (for chromium dislikes all but plain, smooth surfaces, and is never good at joints and complications). These imperfections do not spoil the appearance, being tiny and local; and as the tubes are brass, there is no rusting danger.

Toothy Tyres

AN illustration (from an Italian journal) shows a Nardi ice tyre. In the tread are embedded two "bicycle chains," the links of which are formed into teeth which stick up above the rubber. These teeth seem not to be solid but in four laminations, or layers. The tread is of normal flatness; it is the herringbone pattern which gives the optical illusion of it being a V, crosswise. The advertisement bears the headline "60 m.p.h. on ice."

The makers are Nardi e C., Via Paolo Braccini 86, Torino, Italy. The tyres are not marketed in this country, though there have been various experiments here with the principle by rally competitors.

More Discs

MANY additions have been made to the range of Ace Rimbellishers, which are now available for almost every current model, and most post-war cars with steel disc wheels. These plated rim covers are firmly secured by three or four worm-drive, self-locking fasteners. They cost £1 10s each.

The Ace-Mercury light alloy full disc, introduced last autumn at the London Motor Show, is now available for many models. It replaces the original hub plate; fastening is by a centre fixing, operable by hand. The disc rests on rubber buffers against the wheel. There is slight clearance between the edges of the disc and the wheel rim. This is a cooling feature, used in conjunction with a ring of louvres. Instead of encouraging brake heating as a solid disc may do, therefore, it is actually a help in cooling.

Finish is an anodized one of considerable brilliance. In the centre of each disc the car maker's badge and style is used. An M.G. model, for instance, has the familiar octagon. The normal price is £3 2s 6d for each disc.

Cornercroft, Ltd., Ace Works, Coventry, are the makers of these accessories, which are elegant at first glance, and on close inspection are seen to be extremely well made and finished.

The Ace Rimbellisher, and an Ace- Mercury ventilated disc.

Car Matting

AN inexpensive floor matting for cars has been introduced. Called Geebro Cord, it has the appearance of being woven from coarse coir or sisal string. The colours, which are various, are clean. There should be much wear in such matting; but it does have the disadvantage of letting dirt pass through to the floor below. Home-binding or joining strip is 2s 6d a yard, and the price of the matting (which is sold in a variety of squares, or widths of roll) is a little over £1 a square yard. So it is an inexpensive and practical way of flooring a car.

The makers are Green Brothers, Hailsham, Sussex, and sale is through furniture stores.

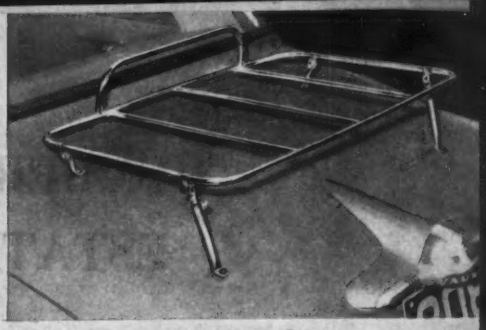
Sherry Sun Glasses

IMPORT of Zeiss sun glasses has begun. They are set in various frames—the pair illustrated is a lady's model—and each cost £4 4s.

Prescription lenses are obtainable, and when prescription demands glass of varying thickness, the uniformity of the colour is preserved. There are two intensities, 65 per cent (motoring, and so on) and 85 per cent (very severe glare, snow, sea or desert).

Zeiss Umbral Sport glasses are imported by Degenhardt and Co., Ltd., 32, Maddox Street, London, W.1, but sold only through opticians.

The tint is sherry colour. Zeiss glasses of this kind have been used in the past by the reviewer, and they were found to have the excellent property of neither making the world a perpetual November drab, nor exaggerating colour in a gaudy way. Colours remain true, though rather deeper. This is important when motoring for pleasure in beautiful country, at home or abroad.



This lightweight tail grid bolts to a panel

Zeiss Umbral Sport sun glasses.

Toothed chains in an Italian snow tyre

Liquid Lead Map Pencil

FOR those who mark maps on navigation rallies and travels abroad, as well as for the many motorists who like to keep a record of their petrol consumption, mileage and service charges, the "Liquid Lead" pencil made by Scroll Pens, Ltd., of Teddington, Middlesex, should be a great help.

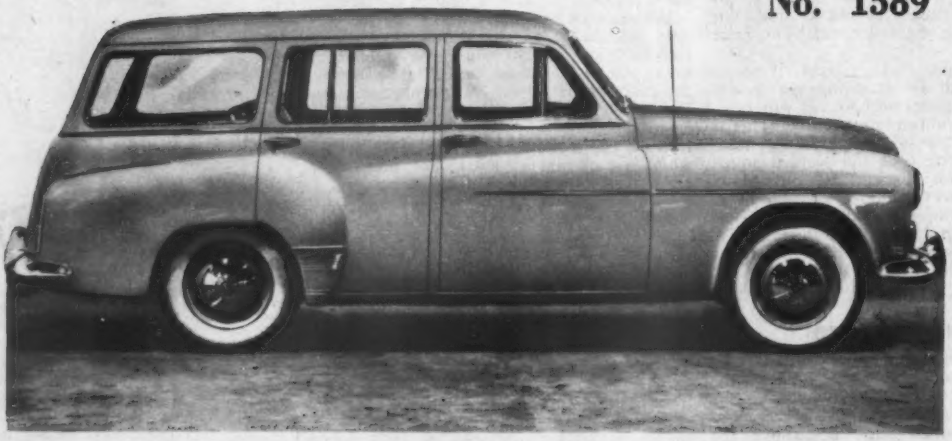
This works on the ball-point system but on paper looks and rubs out exactly like a pencil. The round point is kinder to maps than a sharp pencil, will not break off and writes for weeks before needing a refill. The pencil, equipped with its own rubber, costs 3s 11d.

A ball-point pencil, using "liquid lead."

HUMBER HAWK ESTATE CAR

The Autocar ROAD TESTS

No. 1589



Nowadays the estate car is an important part of the motoring world, and a beneficial part, too. The present-day luxury model is as well finished, inside and out, as its saloon counterpart. It is, in fact, intended to do the same work of transporting passengers in saloon comfort but to offer, as an alternative, an unusually large interior stowage space behind the front seats. This it is able to do without extra equipment or waste of time in the conversion to maximum luggage area. The Humber Hawk Estate Car, introduced at last year's Earls Court show, is a good example.

The Hawk chassis is well suited to do the work which a model of this kind may be expected to do. Cruciform and box section cross members give adequate strength and the four-cylinder overhead-valve engine is a sturdy one; it has the same specification as that fitted to the Hawk saloon and is fully capable of dealing with the extra weight and permissible loads of the estate car. The power output is 70 b.h.p., developed at 4,000 r.p.m., and the rear axle ratio is 4.55 to 1.

After a night in a below-freezing temperature a little choke was needed to start but almost immediately the control could be pushed right in. The unit pulled away at once and would tick over evenly before reaching normal operating temperature. It was not quite as smooth as might have been expected and there was power roar when accelerating hard in the intermediate gears.

Bottom gear is necessary for smooth take-offs but as soon as the car is rolling the driver can change up and the engine will respond heartily, accelerating from around 14 m.p.h. in top gear; this ability to pull at low speeds is helped by development of maximum torque at 2,200 r.p.m. In traffic there is no need for the driver to be consistently changing gear; the engine is perfectly happy with the use of third and top ratios.

Out of built-up areas, driver and car get along extremely well together; there is a heartening response to the throttle pedal. Most main road gradients can be climbed in top and there is ample power available for a full load in hilly country. On a long journey which has to be made as quickly as possible, the Hawk puts up a creditable performance, covering the ground without the driver tiring.

The laden car weighs nearly 32 cwt. Thus an all-out maximum speed in normal top of 75 m.p.h. is praiseworthy, especially as the body is by no means wind-cheating. The Laycock-de-Normanville overdrive, which is an optional extra, operating only on top gear, increases maximum speed slightly, but, of greater value, it has a beneficial effect on fuel consumption and, no doubt, on engine wear, provided that it is used intelligently. The operating switch is a small lever on the right of the steering column. Minimum fuel consumption was obtained by using the overdrive as much as possible.

The four-speed gear box has a good change mechanism of steering column type. There is very little lost movement and the changes have a definite "feel", without the sponginess often associated with steering column operation. The layout of the controls enables a change to be made from overdrive top to direct third speed by moving gear lever and overdrive switch sultimaneously. The transmission as a whole is quiet, and the clutch

The familiar Humber frontal styling is retained which gives the driver good forward vision. The twin windscreen wipers are self-parking, and the fog lamp is an extra fitting.

pedal is light enough for frequent use by a normal driver.

The driver sits alert in a good position but unfortunately, as with many cars, the windscreen pillars are thick and create blind spots. The mirror allows the driver to see directly behind but it is not easy to detect vehicles on the right quarter and an outside mirror would be an advantage. A tall driver cannot see the top of the left-hand front wing, and close parking is not easy until one has become accustomed to the car.

Road holding and stability are very good, especially on wet and icy roads. If a slide is deliberately provoked, control can be regained immediately.

On fast corners passengers do not get thrown about. An anti-roll bar is fitted to the front suspension and this undoubtedly plays a big part, as the suspension itself is fairly soft.

There is some body noise over cobbled streets and rough tarmac but the level of wind noise for this type of body is reasonably low.

Just over 3½ turns of the steering wheel are required from lock to lock, which helps when close parking. The action is light. There is no trace of wander at maximum speed. Brakes are commendable; there was little or no fade during test, the car pulling up straight at the end of each run. Pedal pressure for all normal braking is light and the feel is good.

Every effort has been made by the manufacturers to retain the comfort and appearance of a saloon in the main seating compartments. The bench front seat is well upholstered, easily adjusted and has a folding central armrest. In each front door is a big pocket capable of holding camara or books. The compartment on the left side of the facia has a lockable lid, the key of which is different from that of the ignition. It is possible to lock either front door with the ignition key so that the driver may enter the car from either side.

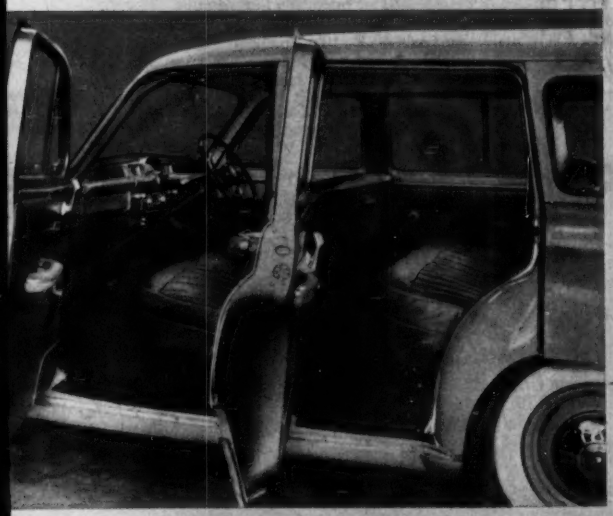
Instruments are grouped in the centre of the facia but can be read without leaning across. A cowl over the speedometer (which is also calibrated in kilometres) prevents reflection. The driving lamps are controlled by a central switch and the dip-switch has a flat pedal which forms a useful foot rest. The headlamps give a reasonable driving light.

Flashing indicators are operated by a switch on the steering wheel boss, a circular ring controlling the Windtone horns. There are twin sun vizors, the one on the left side having a small mirror. An electric clock is placed between the vizors, illuminated via the instrument panel light switch. The central roof lamp comes on when the doors are opened but it also has an over-riding switch.

The seat of the rear compartment is also deeply upholstered and comfortable, and there is plenty of foot room beneath the front seat. An armrest is fitted to each front door but passengers would appreciate a central armrest.

Four or five persons and a very considerable amount of luggage can be carried. If bulky loads are to be transported it is a very simple matter to make available all the usable floor space. The rear seat is hinged forward against the back of the front seat, and the back rest is folded flat.

The tailboard is lowered by winding down the window and releasing two spring-loaded catches. It is supported in the horizontal position by two folding metal straps, the upper ends of which slide against brackets which



Maximum room is available with the rear seat folded down and the tail board lowered. The space between the floor and the tail board is covered by a hinged spring-loaded flap.

A practical rubber matting covers the whole of the floor, which is easy to clean out when necessary. Double sealing rubbers are used on part of the door frames.

Immediately above the heater unit can be seen the fresh air vent. The engine compartment is well laid out with an accessible dipstick and battery.

HUMBER HAWK ESTATE CAR . . .

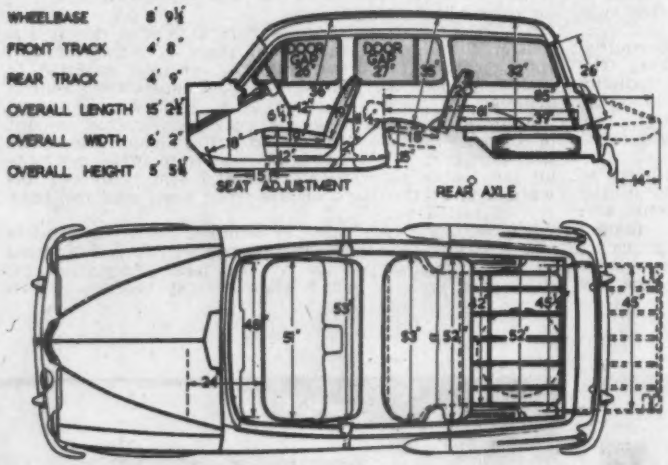
with advantage might be stronger. They sprung when a load was placed on the tailboard. Containing, as it does, the window glass and winding mechanism, the tailboard is a vary solid affair; it can be rather heavy for a woman to lift.

The whole interior is extremely well finished, with plenty of metal rubbing strips to prevent damage.

Main engine replenishment points are easy to reach and the oil level dipstick is very sensibly marked with the amount of oil required to correct the level. A large oil bath type of air cleaner is used, and thick anti-drum material lines the underside of the bonnet. The starting handle is carried in the spare wheel compartment..

Eleven lubricating points require attention every 1,000 miles.

HUMBER HAWK ESTATE CAR



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

PRICE (basic), with Estate Car body, £885.
British purchase tax, £443 17s.
Total (in Great Britain), £1,328 17s.
Extras: Radio £32; Heater £17 10s.

ENGINE: Capacity 2,267 c.c. (138.2 cu. in.)
Number of cylinders: 4.
Bore and stroke: 81 x 110 mm. (3.188 x 4.33 in.).
Valve gear: o.h.v., pushrods.
Compression ratio: 7 to 1.
B.H.P.: 75 at 4,000 r.p.m. (B.H.P. per ton laden 42.4).
Torque: 119.3 lb. ft. at 2,200 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 17.
M.P.H. per 1,000 r.p.m. on overdrive, 22.

WEIGHT: (with 5 gals. fuel), 31¼ cwt. (3,542 lb.).
Weight distribution (per cent): F, 48.2: R, 51.8.
Laden as tested: 35½ cwt. (3,950 lb.).
Lb. per c.c. (laden): 1.7.

BRAKES: Type: Lockheed, 2 leading shoe.
Method of operation: Hydraulic.
Drum dimensions: F, 10in. diameter; 2¼in. wide. R, 10in. diameter; 2¼in. wide.
Lining area: F, 86 sq. in.; R, 86 sq. in. (97.5 sq. in. per ton laden).

TYRES: 6.0—15in.
Pressures (lb. per sq. in.): F, 24; R, 26 (normal); F, 26 R, 30 (fully laden).

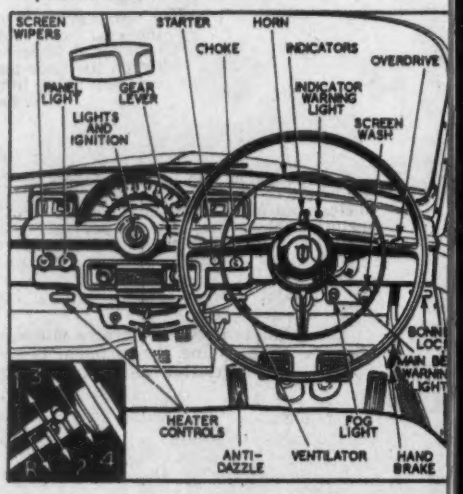
TANK CAPACITY: 10 imperial gallons.
Oil sump, 10½ pints.
Cooling system, 22 pints (plus 1 pint if heater is fitted).

TURNING CIRCLE: 37ft. (L and R).
Steering wheel turns (lock to lock): 3¼.

DIMENSIONS: Wheelbase: 8ft. 9½in.
Track: F, 4ft. 8in.; R, 4ft. 9in.
Length (overall): 15ft. 2½in.
Height: 5ft. 5¼in.
Width: 6ft. 2in.
Ground clearance: 7.5in.
Frontal area: 22.9 sq. ft. (approximately).

ELECTRICAL SYSTEM: 12-volt: 51 ampere-hour battery.
Head lights: Double dip; 42-36 watt bulbs.

SUSPENSION: Front, independent, coil springs. Rear, semi-elliptic. Anti-roll bar position front.



PERFORMANCE

ACCELERATION: from constant speeds. Speed Range, Gear Ratios and Time in sec.

M.P.H.	*3.54 to 1	4.55 to 1	6.79 to 1	11.26 to 1	14.52 to 1
10—30	—	10.9	7.2	5.2	—
20—40	—	11.0	8.0	—	—
30—50	—	12.2	9.9	—	—
40—60	19.3	15.1	14.8	—	—
50—70	27.6	22.0	—	—	—

*Overdrive

From rest through gears to:

M.P.H.	sec.
30	6.6
50	17.4
60	26.7
70	43.0

Standing quarter mile, 23.3 sec.

SPEED ON GEARS:

Gear		M.P.H. (normal and max.)	K.P.H. (normal and max.)
Overdrive	(mean)	80.2	129
	(best)	81.7	131.5
Top	...	76.6—78.5	123.3—126.3
3rd	...	50—62	80—100
2nd	...	28—37	45—60
1st	...	18—28	29—45

TRACTIVE RESISTANCE: 17.5 lb. per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb. per ton)		Equivalent Gradient
Top	220	...	1 in 10.1
Third	318	...	1 in 7.0
Second	408	...	1 in 5.4

BRAKES:

Efficiency	Pedal Pressure (lb.)
86 per cent	100
81 per cent	75
67 per cent	50

FUEL CONSUMPTION:
25.7 m.p.g. overall for 350 miles (11.0 litres per 100 km.).
Approximate normal range 22-28 m.p.g. (12.8-10.0 litres per 100 km.).
Fuel, First grade.

WEATHER: Dry, Slight breeze.
Air Temperature 32 deg. F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in "The Autocar" of September 23, 1955.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	80	85
True speed	7	17	27	36	46	56	66	76	81

Supreme in performance... comfort... style

On long runs, the speed, performance and endurance quickly take you to the front and keep you there. And the Sunbeam is so gracious too . . . its modern styling and luxurious finish give it pride of place in any company.

£835 (P.T. £418-17-0.) (Overdrive, White-Wall Tyres and Overriders available at extra)

A ROOTES PRODUCT

1956 MONTE CARLO RALLY
Sunbeam wins Manufacturers' Team Prize outright

the supreme
Sunbeam
MK III SPORTS SALOON

SUNBEAM-TALBOT LTD. COVENTRY. LONDON SHOWROOMS AND EXPORT DIVISION: ROOTES LTD. DEVONSHIRE HOUSE, PICCADILLY, LONDON W.1

CASTROL WINS

R.A.C. RALLY

OUTRIGHT WINNER

ASTON-MARTIN

(driven by L.O. Sims)

Ladies Cup - Angela Palfrey (**AUSTIN**)

TEAM AWARD - AUSTIN

also 5 out of 9
Class wins

WAKEFIELD Castrol MOTOR OIL

THE MASTERPIECE
IN OILS

DANISH FORUM

The Copenhagen Motor Show

FORUM, Copenhagen's Olympia and Earl's Court, was the scene of the 15th International Motor Exhibition to he held here in Denmark. For the Danes this meant that they would have a chance to see all the cars under the same roof, and the figures of attendance show that interest in cars is not lacking either. But alas! most of the visitors could only entertain dreams of ever having a car. The attitude that a car is a luxury still persists, and the fact that a Government super-tax is levied on cars means that for the average person a car is out of the question.

For those who visited the exhibition there were plenty of makes on which to feast the eyes. The Rolls-Royce "Silver Cloud" at £16,000 (including tax), though attracting sighs and fond looks, is a car hardly likely to sell, but on the other hand, over 60 orders have been placed for the new Citroen D.S.19 which costs £1,800. The Citroen sales manager was jubilant. Sales were above expectations. The first Danish order was placed on September 22 last year, before the car was shown to the public.

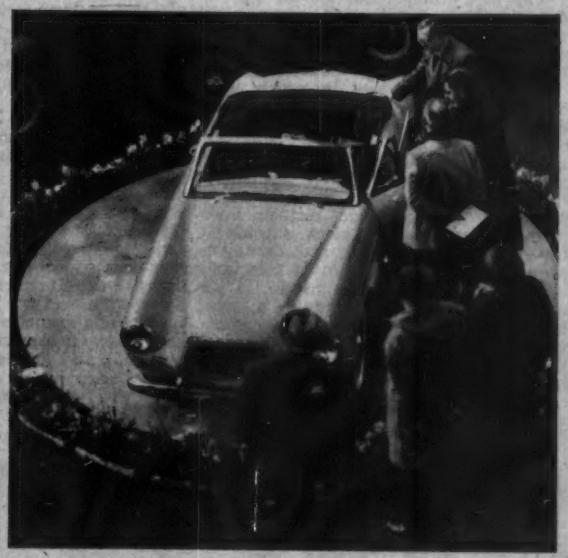
On the Jaguar stand everyone was content. Though there are only 250 Jaguars on Danish roads, they had received orders for three Mark VIIs, and the new 2.4 litre received much attention. Neighbours to the Jaguars were the Simcas and Fiats. Fiats are very popular with the Danes, and though their sales are not anywhere near the top, the general agents have had all their expectations fulfilled.

The scene in Copenhagen's Forum as final preparations were applied on the eve of the Danish Motor Exhibition. Prominent in the foreground are a Riley Pathfinder and other B.M.C. models

First shown at last year's Frankfurt Show, the Karmann-Ghia fixed-head coupe on the standard Volkswagen chassis shows what can be done to conceal a short wheelbase and rear-mounted engine

Cheap to buy and economical to maintain and run, the 300 c.c. two- cylinder two-stroke Isard from Germany is an attractive propositon for the heavily-taxed Dane. The 2.4 Jaguar (background) also offers remarkable value in its price-range.

The Volvo Sport from Sweden tantalises fellow-Scandinavians with a taste for fresh air and speed. It has a tubular chassis, and its 1,420 c.c. engine develops 70 b.h.p. at 6,000 r.p.m. to give it a maximum speed of about 95 m.p.h.



THE COPENHAGEN MOTOR SHOW . . .

and they are not worried about competition.

One of the more specialised cars on display was a Cooper-Climax 1,100 c.c. Sport, which arrived just in time for the opening. It has been bought by a Danish racing driver who intends to drive in G class events, something not hitherto known here in Denmark. Among other sports models were the Porches, Volkswagen's new Ghia, Volvo's plastic-bodied sports model, the Mercedes 300 SL and the M.G.A. The M.G.s were among the most popular cars on show, and are the cheapest sports cars on the Danish market.

The new Ford range has received much publicity in the press and their sales lie in 3rd place, but they are very close to Volkswagen, in second place. The price for the new Zodiac is £1,400, the Zephyr Mk. II £1,300, whilst at the other end of the price range the Popular sells for £600. Satisfaction with sales was expressed on the Ford stand.

The most contented was the Nuffield stand. Questions raised in the House of Commons regarding British exports to Denmark were dismissed as "typically misleading," as January sales figures are always low. Nuffield sales are solid and they have a steady public which accounts for their fourth place. One was also told that they were in no way "fighting with their backs to the wall," which the average Dane thinks is the case with the British motor industry. The Standard people also appeared to be happy, especially with the "Vanguard Junior," a car which is assembled in Denmark with a completely Danish interior, which accounts for such comparative luxury as cloth seat covers; the reason for this is that leather is too cold in the Scandinavian climate. A number of Humber Hawks have been ordered by the Danish Army, and the Civil Defence have placed orders for de Sotos.

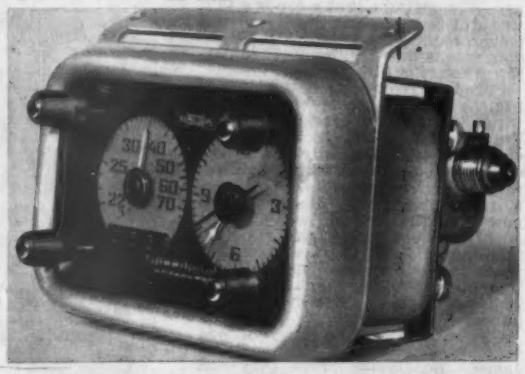
Among other makes represented were Bentley, B.M.W., Lincoln, Lloyd, Pontiac, Riley, Land-Rover, Skoda, Thunderbird and Triumph. British manufacturers were prominent. They need not fear the Germans, Italians or French. British cars are in demand for their quality and performance, and as one sales manager said: "We welcome our competitors. We do not look on them as enemies but as friends. It gives us the incentive to give the public better cars."

The one thing which worried exhibitors was the Government supertax on vehicles. If the need for a private car is sufficiently great the Government grants a permit to purchase a car, but in the past year only 5 per cent. of private cars bought were in this permit-category. The remaining 95 per cent. were bought with this extra tax which increases the price from 50 to 100 per cent. This of course seriously hampers sales, but any hope of relief was dashed at the opening ceremony when the Danish Minister of Trade, Mrs. Lis Groes, declared that if the tax were dropped the Danish currency situation would fall in dire straits.

The show was a success. People want cars. They buy them, but sales would be higher if people were given opportunities to buy at more reasonable prices. P.A.S.

Maintaining The Average

A new Swedish Instrument



The Halda Speed Pilot

AN intriguing device has been introduced by the Swedish Halda company, whose London branch is Halda, Ltd., Brandon Road, York Way, London, N.7. Basically it provides for a driver, who has a known amount of time for a known mileage, to set his necessary average speed on the appropriate dial, thereafter it indicates to him how far in front or behind schedule he may be.

No attempt will be made here to describe in detail the clever, patented mechanism that provides the necessary adjustable gearing, but it should be recorded that this is arranged so that no part in the instrument has to move fast. The instrument is made with precision and should give satisfactory service indefinitely. It weighs 3½lb and measures 5¼in × 3¾in × 4½in deep.

The basic components are an eight-day clock with an extra hand, a trip mileage recorder, and a second dial marked in m.p.h. or Km with a single hand.

To describe the way in which the Speed Pilot works, one may travel on an imaginary journey. If 105 miles have to be covered in three hours an average speed of 35 m.p.h. obviously must be maintained. At the start the mileage recorder is set to zero, and the red pointer on the left-hand dial to the desired 35 m.p.h. The clock is wound up and set if necessary, and its supplementary red hand placed to coincide with the orthodox minute hand. If a start is made from the centre of a city the average will clearly be under 35, and the red hand on the clock will lag behind the minute hand, indicating exactly the number of minutes that the car is behind schedule. As the open road is reached and speed rises the gap will begin to close, and the driver knows at once when he is back on time. The instrument is perfectly silent.

Apart from the usefulness of the device to business motorists with appointments to keep in different parts of the country, and to rally drivers keeping to a set average speed, the Speed Pilot adds interest to any journey—and it can have a humbling effect on those who hitherto have claimed high average speeds deduced from fallacious calculations. It will quickly be demonstrated, for example, that on busy main roads, an average of even 35 m.p.h. requires sprightly driving by owners of the smaller family cars. The delay caused by a town is not easy to make up on the short stretches of open road.

From the businessman's point of view the device adds to his peace of mind, for after the frustrations of city hold-ups he does know at once when back on schedule: he is not induced to keep on driving fast because the frustration of earlier hold-ups made them seem longer than they really were. There is no tendency to drive needlessly fast because the Speed Pilot does not indicate the average speed being maintained at any particular time (unless it happens to be that set beforehand), and to "beat" the instrument to any purpose the driver will have to make calculations of his final average speed at the end.

In a device of this kind, one of the greatest difficulties is usually its calibration. This must be accurate, and any setting made for a particular car during manufacture will not be correct for cars with non-standard tyres or axle ratios. Again, an instrument made for one model could not easily be transferred to a new car of a different type. In this respect the design of the Speed Pilot is particularly successful. The car's speedometer cable is attached to a T junction, from which a second cable runs to the instrument proper. A screw is incorporated which is turned to make final adjustment simply, checks being made privately against known distance, or in a matter of minutes at Halda, Ltd., where the rear wheels can be driven on a drum.

Fitting is simple, the best position on most cars being under the facia between driver and passenger. In this position both front occupants can read the dials easily. At night the dials are lit with the facia.

At £19 19s (plus £1 5s if fitted and calibrated by Halda, Ltd.) the Speed Pilot is good value. It is of precision manufacture (the parent company have a large production of taxi meters and allied instruments for air and marine use), and apart from its main purpose it provides a quality eight-day clock and a trip mileage recorder. Our main criticism is that it cannot be stopped for halts when only the running average is required.

HAPPY CONTRAST with the British winter is this view of the road between Nairobi and Mombasa, in Kenya, sent by a reader now resident in Yorkshire. The road is 308 miles long, and only eight miles is bitumenized; this photograph shows one of the better non-bitumenized portions

Correspondence

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

Worried Caravanner

"A Land Rover the Answer." May I point out to Worried Caravanner (February 10) that the obvious solution is a Land Rover, preferably the smaller wheelbase model. This little vehicle will handle any caravan under any conditions and on second-rate roads. I started with a used Land Rover and have now bought a new one; I am delighted.

Watford, Hertfordshire. M. E. H. MAYES

Engine Fore or Aft?

A Parable of "If You Hit Something." The comments of George H. Lanchester (February 10) concerning engine position, in which he ventured the opinion that the rear was logical and the front merely expedient, reminds me of a story which may be relevant. Some months ago I offered for sale my V12 Lagonda saloon, and a famous racing driver of the '30s called to inspect it. He was accompanied by his son, for whom, I gathered, he was prepared to purchase it if everything was satisfactory.

I expressed some surprise that he should consider such a car suitable for his offspring, whereupon he opened the bonnet, indicated the massive machinery with a sweep of his hand and said "**If** you hit anything, **that** does the work."

Similar sentiments were expressed, I believe, by a Spitfire pilot when shown an American fighter with the engine behind the cockpit. He, too, seemed to prefer, in the event of a crash, to let the Merlin "do the work" instead of finding himself swatted like a fly between the engine and the obstacle.

Southampton. S. CALLAWAY

Sales Opportunities in Los Angeles

"Aggressive" Salesmanship Needed. Your editorial on "Where to Concentrate" in the December 30 issue is the excuse for this letter. I live in Los Angeles where there is no rapid transit and the private automobile handles 80 per cent. of public transportation. Practically every family has one car, but if the husband uses this to commute to the centre of the city, often a 50-mile round trip, his wife wants a second car for shopping and for local transportation of the children. Here is a definite need for a smaller, more economical, car that will ordinarily not have to go over 30 m.p.h.

Your medium-sized cars, like the Austin A90, are much smaller than our smallest cars, but might be attractive. I read the recent advertisement in **The Autocar** telling of the trip of the Austin A90 from North Cape to South Cape, and wrote to a local Austin dealer for a description of the car and more details of this apparently extraordinary undertaking. After some time I received a good booklet on the Austin A50, but no acknowledgment of my letter and no data on the Austin A90, or on the Cape to Cape trip.

The Los Angeles Times, Sunday edition, carries a number of Austin-Healey notices, but rarely any for the Austin. In past years Austin had an interesting display of models at our annual automobile show, but last fall they had nothing.

Several months ago, when wandering around by myself in the lot of one of our foreign car dealers, I came across a new Austin A50 and persuaded the one elderly salesman to tell me something about it. There was no showroom, just a number of small cars, some new, some used, out in the open lot.

In contrast, the Volkswagen dealers all have neat, if not large, showrooms with several models carefully displayed

Correspondence

and salesmen on hand to answer questions. A good many Hillmans are seen on the streets, but they usually look rather dingy, and do not seem to keep the factory finish, though the Hillman Husky would seem to be ideal for shopping.

Some Renault 750s and Simcas are showing up, and dealers tell me they sell readily. The Morris Minor should be competitive both in price and performance, but while dealers in M.G.s have the Minors on the lot, usually secondhand, they do not try very hard to sell them. The Magnette makes a good appearance, but its price is too high to compete well with American cars, and the same is true of the more expensive Rover.

It would seem to me that more aggressive salesmanship, and in particular more extensive advertising, is needed if English cars of moderate price are to compete with German and French cars for the two-car family trade.

Los Angeles. GEO. L. DAVENPORT, Jnr.

Criticism from Canada.

Are We Complacent? The proportion of new English cars on the roads of this part of Canada appears to have dropped considerably in the last year. Bearing in mind that they benefit by preferential tax over all except Canadian-produced cars, the outlook of the British small-car manufacturer must surely be gloomy, whatever his press representatives may say.

Looking back over the post-war years, British cars have, of course, improved, but in the small-car range the improvements are in detail rather than in broad design. Five years ago they had a reputation for poor cold-starting, for short life on rough roads and for poor service. It is the same to-day. Neither is there any sign of a change of attitude on the part of the two largest manufacturers, and the impression to an outsider is one of complacency. This I feel is fostered by your journal both in editorials, such as that of December 30, and by your Road Tests.

It is a truism to say that there must be as many cars below average as above. Reading your last year's Road Tests I see no average cars, let alone below average. Presumably the Road Tests are not written to help sell the cars, and this attitude suggests that the complaint of another publication (that honest criticism results in lack of test cars) is true. That a similar imposition has been successfully fought is shown by the case of Miss Arnot Robertson and M.GM., in the film world.

Even supposing that some outspoken criticism results in the loss of all test cars, is their purchase so impossible?

[Our correspondent then goes on to calculate that it would cost **The Autocar** £12,000 a year in depreciation to buy the cars for road tests and to resell them afterwards.—Ed.]

The method is used by a U.S.A. publication having a comparable circulation to your own, and it was recently able to print the phrases "a potentially dangerous car" and "the leading offender" in the class of cars which "violate the axiom that for safety the chassis of a car should be faster than the engine." Such freedom is worth much.

Hamilton, Ontario. M. O. FELIX

Too Much Sport?

Big Race Reports Appreciated. I agree with Mr. R. J. Sanders (January 20 issue) that there is too much about motor sport in your journal, although my grouse—as I have written to you in the past—is more in regard to minor events, especially rallies, which are of no particular interest, except to the participants and their relatives and friends and maybe a few others of like enthusiasm.

I would be happier if the rally routes were given in detail so that one can see where these people go. But all one gets, as a rule, is a vague reference to "the Central Wales area" or "the Lake District," with plenty of information about Jack Smith and his performance in the wiggle-waggle test. I think that a route map should form part of every major rally report. Minor rallies should not be reported other than in Club News.

I believe that above all—and disregarding business—cars are used by everybody for touring and therefore you should devote much more space to touring. As you are a British journal I think your touring articles should mainly be confined to Great Britain, but occasional jaunts abroad are acceptable.

All international race meetings should be fully reported (à la Bradley) and always accompanied by a circuit diagram.

I always turn first to "Correspondence," then to "Disconnected Jottings."

Wilmslow, Cheshire. JOHN A. FIELDEN

More Sports News Wanted. As a regular reader of **The Autocar** I must convey to you my appreciation of your articles devoted to the Sport, and to compliment you on your difficult task of reporting events so comprehensively in such a concise manner. As a very interested follower of motor sport and sports car development who unfortunately finds it impossible to attend all the meetings held, I hope that your sports reports are not further curtailed. On the contrary, give your readers more of it.

Little Singleton. P. PATCHETT

Progressive Deterioration? I was delighted to read Mr. Sanders' letter complaining of too much sport in **The Autocar**, as I had fully intended to write to you making the same complaint. It seems that over the past few years you have progressively catered more for the sports merchants and racing enthusiasts and less for the keen owner-driver.

Guildford. C. E. G. ASHFORTH

Good Old Scribe. Let us have more on good driving and maintenance. Give the Scribe a bit more room to "Disconnect his Jottings."

Neath, Glamorganshire. DR. J. Ll. MORRIS

Nostalgic Memories. I concur with the complaint of Mr. Sanders. I often again read issues of your journal of a few years ago, which did not seem to devote so much space to motor sport, although I recognise you would not adopt this policy unless you felt confident of the demand. But it causes me to look forward with less pleasurable anticipation to receiving **The Autocar**.

Leeds. C. H. WHINCUP

Sports Reports Welcomed. Out here in the northern parts of Canada, 400 miles away from a town of any size, we look forward each week to **The Autocar** for news on the Sport. We are from the old country, and many Canadians here enjoy the magazine because of the articles and news about sporting events, as well as many other interesting items. Keep the good work up on the sports news front, we enjoy the reports. They form a strong tie with home for us and the Canadians with the old country.

Quebec, Canada. D. HAWKINS

Views of "Average" Motorist. May I state how very much I am in agreement with the views expressed by Mr. Sanders to the effect that there is far too much reading about sports cars and racing and not enough of interest to the average motorist like myself.

Bingley, Yorkshire. TEXTILE DIRECTOR

Nasty Crack Department. I wholeheartedly support Mr. Sanders' complaint. The last motor show number was nothing but a swindle... You increase the price 100 per cent. and put three times as many useless advertisements in it. The pictures and report of the show was the worst ever. You gave us practically nothing. It was worse than the year before and that was worse than the year before that.

Weston-super-Mare. L. G. KING

On Probation. May I add my support to Mr. Sanders plea for less sport in your journal. I have been a regular reader from about 1906 (with the exception of two wars) until about three years ago, when I discontinued my weekly order for precisely that reason. At show time, however, the pull was too great, and this year I have again continued to take it weekly, so far.

Leeds, 6. R. H. BAGSHAW

Good Old Sport. I and two friends are planning a trip through Europe this summer and we are looking forward to attending as many Grand Prix and sport car races as we will be able to fit into our schedule. Rest assured that your column is carefully read each week and in my estimation is one of the most intelligently written I have ever seen.

Milwaukee, Wisconsin. K. CARROLL

The above is a letter addressed to the Sports Editor and is included because he is discouraged by the slight preponderance of "too much sport" letters!—Ed

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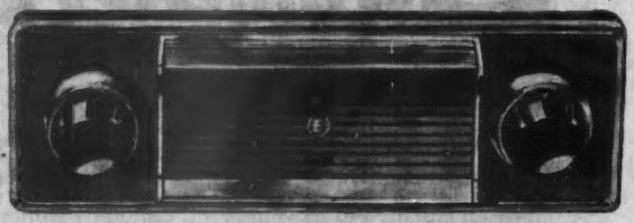

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DETROIT Notebook

IT'S beginning to look like the coming 1957 model crop out of Detroit will see more radical changes than we've ever seen spread over one model change in the history of the industry.

The fierce attempt by Chrysler and Ford to cut into GM's lop-sided 50 per cent market penetration is forcing all three corporations to push technical development at an almost abnormal rate, and to change basic chassis and body designs at almost uneconomic intervals. (That "almost" is the difference between profit and loss, of course!) Chrysler has made a remarkable come-back from the 1954 slump with their "Flight Sweep" styling, but they have so far failed to reach their publicly announced goal of 20 per cent market penetration. Ford Motor's penetration dropped almost in proportion to the rise in Chrysler sales in 1955, while the GM penetration percentage remained quite stable (I don't need to mention that stealing a chunk of the market from GM in *any* field—whether it's cars or refrigerators or diesel locomotives—is no simple job). Anyway, all these things have served only to whet the determination of Chrysler and Ford as they face a wild sales battle with the '57 models.

A further factor is the unexpectedly slow sales pace displayed by the "face-lifted" 56 models, as mentioned in previous columns. They're just not moving. And everyone concerned—factories, dealers, and buying public—is thinking about getting rid of them and getting some really new stuff on the saleroom floor. Result is that factory production is slowing down, retooling plans for the new models are being pushed, and the industry as a whole is working towards especially early dates for new-model announcements. We can look for some 1957 introductions as early as July!

There will be lots of progressive engineering in the coming models to interest the enthusiast. Here's a low-down on some of the latest—seen and unseen, confirmed and unconfirmed, rumour and fact.

Chrysler are putting a new three-speed planetary gear box behind their Powerflite torque converter unit, in place of the present two-speed box. The current box starts from rest on a 1.72 to 1 gear ratio (plus fluid torque multiplication), then shifts to direct-drive at some speed below 62 m.p.h., depending on throttle opening. The initial jump from a standing start with this setup is pretty poor. Even 300 b.h.p. Chrysler 300 models are getting beaten in the Traffic Light Grand Prix by low-priced cars with more torque multiplication.

Furthermore, the present gear box, with its very wide ratios, is useless for extra acceleration in the important highway passing range between 50 and 75 m.p.h. (you can't downshift the box above 55 m.p.h.). The new three-speed deal will have a ratio of 2.46 to 1 for getaway and an intermediate ratio of 1.45 to 1 will be effective in the passing range up to around 80 m.p.h. Chrysler thus follows Ford Motor and Studebaker in going from two to three forward speeds in conjunction with their torque converters; Packard, Chevrolet, and Buick still use two speeds as on the 1956 models. Incidentally, the new Chrysler transmission is already in pilot production and is being installed on the latest 340 b.h.p. 300B sports models.

Engineers at the Detroit transmission division of GM will be more than satisfied if they can just wring the bugs out of the new HydraMatic for the 1957 models. What was a brilliant engineering design on paper and in the laboratory is turning out to be one king-sized headache to service mechanics in the field. The root of the evil apparently lies in production irregularities, and these don't show up until the unit is in the hands of the customer. I understand that about one out of four of the early models of the new HydraMatic (standard on some '56 Olds and Pontiac models, and all Cadillacs) had to be replaced complete by dealers around the country and shipped back to the factory, at a cost of millions of dollars. As this is written I hear that production on the new box at Detroit transmission is practically at a standstill, pending solution of the problems—and most cars are coming off the line with the old-style HydraMatic.

One of the functional failures that showed up frequently was that when the driver would flip the selector from Reverse to Drive while the car was still moving backward—an operation that caused no trouble on the old model—the transmission would lock up in first gear... and love or money wouldn't get it out! Another trouble was oil leaks. And so it goes. The chances are that these functional troubles in production would never have showed up in testing on hand-built pilot models.

✦ ✦ ✦

THE new models may see vital engine innovations. Metered or timed fuel injection looks like a good bet right now. All the companies are working on it, but I think G.M. may be closest to the production reality. It will probably be offered first on some optional high-performance engine, like the Chevrolet Corvette sports car. In fact, I talked to a friend the other day who had had a chance to inspect a test installation on a Corvette.

The injection pump was of the single-plunger distributor type, driven from the front end of the camshaft (V-eight engine) and injecting the fuel through nozzles set in a converted stock manifold just above the intake ports in the heads. The layout featured an entirely new type of metering valve for controlling pump output. Current injection pumps use either a sliding sleeve or needle valve. This one used an arrangement like an iris or shutter-opening mechanism on a camera, which gave an orifice of variable diameter! This diameter, in turn, was controlled by some sort of centrifugal mechanism sensitive to engine speed; but it is not known how the engine load control was superimposed on this. (There were pedal-operated butterfly throttle valves at the opening to the intake manifold to control the air flow, but there was no visible linkage or vacuum line between throttle block and pump. My friend spoke glowingly of the performance of the rig, and said the engine idled smoothly at 200 r.p.m.—with instant throttle response!

Well, you can take this report for what it's worth. The layout that finally appears in production—whether it's next year or the year after—may be entirely different. It's interesting to know, though, that Detroit is close enough to fuel injection to be testing it on the streets.

Buick are going to increase cylinder bore ⅛in for 1957 (from 322 to 342cu in), and I understand the increased air flow has brought their chronic exhaust back-pressure problem to a showdown. One look at the tiny exhaust valve and tortuous porting through the cylinder head on a Buick V-eight engine is enough to give any student of engine design nightmares. It *looks* bad . . . and I have been told by engineers of competitive companies who have tested the Buick engine on the dynamometer that there definitely *is* excessive back-pressure here—enough to burn the exhaust valves up like matchwood if they were much larger. (As you know, a small valve runs much cooler than a larger one, because there is more seat area for heat rejection in relation to the total mass and surface area of the valve.)

Buick engineers are concentrating their attention on the external exhaust system. They're at present experimenting with cast manifolds of the type known as "headers" over here. That is, the channels from each port are given a streamlined contour with sweeping curves, and individual port channels enter the main collector duct in a tangential direction. This layout not only reduces flow losses and back pressure to a minimum, but also actually gives

a mild extractor effect that tends to draw out the exhaust gases. Buick will use a separate exhaust system for each bank of the V-eight, of course, and the balance duct between the two banks that provides exhaust heat to the intake manifold hot-spot is being considerably enlarged.

A further exhaust refinement that's under development by Buick—and one that's long overdue on most U.S. cars—is a manifold heat valve that gives less restriction to the gas flow. Current American V-eight machines use a valve in the outlet of one manifold (for one bank) the valve is thermostatically controlled, and when it is closed—or when the engine is cold—all the exhaust gas from that bank is routed through the cross-over passage to the other bank through the intake manifold hotspot, to vaporize the fuel. Very efficient in theory; but when you try to build this little valve block for a few pennies (and I don't mean *nickels*), you've got problems. Most cars use a shoddy butterfly arrangement with a shaft across the exhaust passage, controlled by a counterweight and bi-metallic spring. The inherent inefficiency of the layout demands that the butterfly be set in such a way that its movement is controlled more by exhaust pressure than temperature. At full throttle the valve will be fully open regardless of engine temperature, and it will likewise be nearly fully closed at road loads below about 30 m.p.h. at any temperature. Thus, in addition to the flow restriction caused by the valve at all times, you have a problem of condensation of sulphuric acid in the exhaust gas at low speeds—which will attack mufflers and pipes on one side of a dual exhaust system! This has been a big headache throughout the industry ever since the advent of dual exhausts on the '53 Cadillac.

Buick is going to kill two birds with one valve, so to speak, on their '57 models. I understand they have developed a neat little flap-type valve, shaped like a cup, that opens in two sections into recesses in the exhaust channel wall—so they have an entirely open and unrestricted passage for the gases after the engine warms up. We're bound to see more work on this problem, too. One manufacturer is concentrating on a thermostatically controlled water-heated intake manifold; this will permit them to get rid of the exhaust heat valve and cross-over duct altogether, and open the way for more efficient breathing on both the exhaust and intake side. This water-heated manifold could be ready for the '57 model run.

Big chassis changes are in the wind. We're hearing more and more about the possibility of disc brakes on some '57 models; some Chrysler products, the Oldsmobile Super 88, and Chevrolet Corvette are frequently mentioned. It seems there is still a lot we can do to improve the drum-type brake for a lot less money, though. You can also look for ball-joint front suspension to spread deeper into GM divisions. Chief attraction is the simplified maintenance in the field (adjustment and lubrication). This is definitely a trend in Detroit now—that is, design of chassis components to simplify (or cut out altogether) the field maintenance problem. The ultimate objective is to have no maintenance required for the life of the car, and have any part failures serviced by simply exchanging a complete assembly (like a rear axle). This is coming. I'll discuss it more later.

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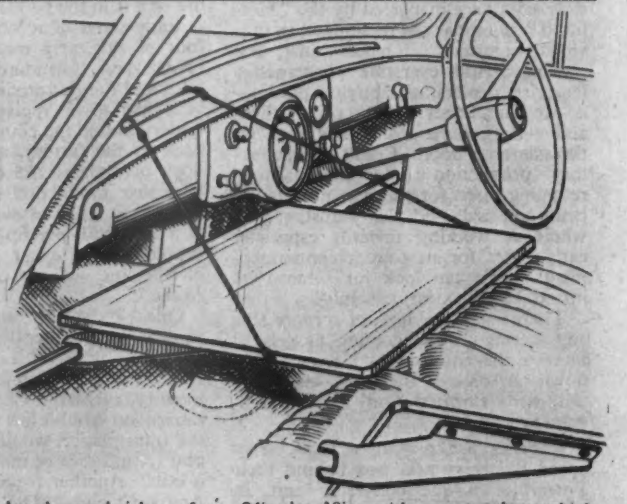
IMPORTANT developments in suspension are due on some '57 models, but I haven't yet heard much definite. Current attention is concentrated on the spring medium. The trend will swing either to torsion bars or compressed air as the spring medium, or maybe we'll see installations using both (of course, Packard already uses torsion bars in a very advanced suspension system). G.M. and Chrysler are working with both mediums. I kind of think we'll see at least one new air suspension layout and two or more torsion setups on the '57 models.

Regardless of all these technical developments, though, the coming crop of new cars will stand or fall on body styling. This is the guessing game that has the various front offices really sweating! The terrific sales competition in the last few years has brought the cycle on new basic body shells—in the Big Three at least—down to two years, which means we can look for entirely new bodies on all Big Three models, except probably Lincoln and Continental. I have it on good authority that all G.M. divisions are switching to unit or "integral" body construction for the '57 models. (They use only three basic shells for all divisions in each body style, as you know.) The switch is long overdue. Some of our independents have been featuring advanced unit construction for 15 years; but the big boys have hesitated to face the staggering cost of completely converting their huge body production facilities. Now I guess the demand of the stylists for 56in car heights has finally forced the issue. Eliminating the chassis frame appears to be the only practical way they can substantially lower the bodies on bread-and-butter models.

Just what we'll see in the way of styling . . . well, I'll keep you posted.

ROGER HUNTINGTON.

PICNIC TABLES



WE abandoned sandwiches for picnic meals some years ago. There was a phase when we ate fruit with, perhaps, a biscuit and a piece of cheese, but this has become rather expensive. Nowadays there is usually some sort of meat, or pies with salad and a variety of "afters" plus beverages either hot or cold.

This is all very well if one can sit on the ground in the sun, but what about one of our usual summer days—windy and wet? We have then to eat in the car, and balancing all this on your knees is not funny; there is literally nowhere to put a cup or a tumbler.

The answer, of course, is a pair of good-sized picnic tables, and it is surprising how large these can be in the ordinary four-seater car. The drawings show a type made for a Hillman Husky. The front one is a piece of ¼in plywood, 24in by 18in, with two brackets which hook on the edge of the glove shelf. Two cords are attached to screw eyes; at the ends of the cords are hooks made of 14g wire and which hook on the ventilation slit on top of the dashboard. The board is held quite rigidly and it permits the passengers to get in and out of the car.

For the back table it is necessary to make two little brackets of angle aluminium screwed to the back of each front seat at the top with a Taylornut made by Philplug. This consists of a small screw and nut attached to a rubber bush ⅜in in diameter. A ⅜in hole is drilled in the back of the seat, the nut is put through the hole and tightened. The table is 33in by 9in; it has two hooks on the front which engage with the brackets, and the ends of the cords are hooked to two holes in the body trim at the tops of the doors, when not in use.

B. T

The Sport

THE TULIP RALLY was discussed by P. J. Nortier, president of the organizing club, at the Monte Carlo Rally British Competitors' Club dinner and film show, held at the Paviours Arms, Page Street, Westminster, on Saturday, March 3. Together with J. Lioni and S. van Santen, Nortier had flown over from Holland for the function.

Before giving details of the event, he told of a misprint in the English edition of the regulations which is now available and which he distributed among interested parties. Apparently, because of bad weather, the plane was delayed so he and his fellow travellers had an opportunity to read the regulations. They found to their horror that the entry fee for the competition class was given as £24 instead of £34, so they hastily altered by hand the 150 copies they carried with them. If, by any chance, you receive an uncorrected copy, the entry fee is in fact £34.

The rally will be held from May 6 to 12 and will include a free afternoon and night's rest in Monte Carlo. The anxiety expressed by the French Government has, apparently, been resolved satisfactorily. In exchange for abandoning the somewhat dangerous special stages, the French have agreed to increase from 33 to 84 kilometres the length of roads closed to traffic and available for speed tests. The tests at Zandvoort are to assume a less important place in the final results, six laps being required instead of ten—which will please the crews who, temporarily out of work, sit in the enormous grandstand and watch their drivers enjoying themselves.

Competitors will be divided into two categories — competition and rally classes; those in the rally class will have a purely endurance test to contend with. They will have no speed tests, so the rally will give newcomers to the sport an opportunity to try out their staying power, without making too great a demand on their skill, before moving on to tougher things.

Closing date for individual entries is Monday, April 9, and, for team entries, Thursday, April 19. Copies of the regulations in English, and entry forms can be obtained from: the secretary, International Tulip Rally, 21, Jan van Nassaustraat, The Hague, Holland.

FOR THE THIRD time a Jaguar has won the Torrey Pines six-hour race. Held at La Jolla, California, on January 14, this year's event went to Jerry Austin and co-driver Sherwood Johnston in Austin's D-type, which covered the 151 laps (407 miles) at an average speed of 67.8 m.p.h. and led from start to finish against opposition provided by Ferrari, Mercedes Benz and Porsche.

TO PERPETUATE the memory of the late L. H. Pomeroy (who, for many years, was chief designer of Vauxhalls), and run in an atmosphere of Fortnum and Mason picnic baskets and rare wines, the Pomeroy Memorial Trophy contest seeks annually to demonstrate that the old Vauxhall is the best car in the world. With this aim in view, it is governed by a complex and obscure formula, understood only by the organisers, the Vintage Sports Car Club; this, however, in no way detracts from the enjoyment—the majority of competitors make no attempt to comprehend it. The contest is open to cars of any age, providing they are over 1,950 c.c. The formula has proved its point on two occasions, although last year, progress stepped in, and a Triumph TR2 won the trophy.

This year's event will be held on March 24-25, will start at Silverstone and will finish at Blakesley in Northamptonshire. There will be classes for Edwardians (cars made before December 31, 1916) and for Vintage cars (between 1917 and December 31, 1930), and a general class.

ULSTER A.C. recently called a meeting to discuss the promotion of their Tourist Trophy. It was decided to postpone a decision on whether or not to hold the event until full financial information become available. The chairman of the club, Commodore C. A. R. Shillington, said that accounts for last year's event showed a loss of £5,857 which, with a Government grant and other sums, will be reduced to £450. He suggested that the Government of Northern Ireland might increase its grant. I sincerely hope it will, if this is the only solution; it would be very sad indeed if the Tourist Trophy, the longest established event in the sports car calendar, were to drop out of existence through lack of funds. It may be that the cost of widening the Deer's Leap section, or by-passing to avoid it—one of which seems advisable—would be prohibitive.

The date on the International Calendar allocated to this year's event is September 15.

QUITE RIGHTLY the B.R.D.C. have drawn particular attention to paragraph 3 (c), relating to silencing, in the regulations for the 18th British Empire Trophy Race. Copies of the regulations can now be obtained from the B.R.D.C., 9, Down Street, London, W.1. Requirements in the way of silencing devices are to be much more stringent this season and scrutineers will be instructed to make much closer examinations of silencers; any car with signs of inefficiency in this department will be liable to exclusion from the race.

This measure has been adopted for several reasons, not the least of which is the fact that Oulton Park, like many other circuits in this country, runs close to inhabited areas; complaints have been received from members of the public of the excessive noise. It is neither practical nor desirable that silencing regulations should be enforced for purely racing cars; apart from any technical considerations, the noise adds to the excitement, and one hopes that the affected sections of the public will accept it. The B.R.D.C. realises, however, that nuisance to the public must be reduced to the minimum and is, therefore, insisting that competitors in sports car events organised by the club shall make a genuine effort to achieve the minimum possible level.

Rally organisers, and even manufacturers, might take note of the foregoing. Though the habit of "tuning" silencers is, fortunately, dying a natural death, there are still some very noisy sports cars.

THERE IS NO DOUBT that this year's R.A.C. Rally was an unbounded success and the R.A.C. is to be congratulated on a very fine effort. That the Rally does not comply with European ideas of a big International event (and therefore does not attract the foreign entries) is no fault of the organizers. This overcrowded island enforces its own set of demands, among which is the night navigation section. It is understandable that European drivers should be deterred by this very specialised form of sport. This year Walter Schluter came over equipped with a set of maps which were used by Meinz in last year's event and subsequently stored by the factory till this year. These were sixth series instead of current seventh series; because of the fact that the maps were not up to date, John Reynolds, who was navigating for Schluter, made an error which put the D.K.W. out of the running and they decided to retire. That the one-time European Touring Champion should be put out of an event by such a fiddling little error cannot be calculated to attract the foreign entries, though Schluter intends to come back next year.

It is interesting that the sports car classes should have been so poorly supported that it was necessary to merge the two classes together. Only a few years ago there were dozens of XK Jaguars and M.G.s. The class does not count towards the Touring Championship so that if Ronnie Adams' open XK 140 had won the event, he would not have added to his Championship points scored by his Monte Carlo win.

Probably more than any of the other big rallies, the event puts an immense strain on the cars and it is of great credit to the manufacturers of those that do survive, particularly when they finish with a complete team. Transmissions seem to have suffered as much as any components, due to the strains put upon

Fraser-Nash fans in America: J. R. Lowe in his Mark II Le Mans car, and his wife in her Targa Florio model. Lowe won his class in last year's S.C.C. of America National Championship, and Mrs. Lowe tied for second place with another Fraser-Nash and a Mondial Ferrari.

The Sport

them by the violent reversals of load during the special tests, and somewhat brutal use of the gearboxes. During the starting test at Hastings, Ian Appleyard put his Jaguar into reverse instead of first, whilst moving forward. He let in the clutch at a wide throttle and the car came to rest and moved backwards—with considerable wheelspin. Transmissions that can stand up to such things should not give much trouble to normal users, and it is through such events as this that the bugs are ironed out. How suspensions stand up to the high speeds over the undulating minor roads in Yorkshire is hard to understand; springs are alternately at full rebound, while the wheels paw the air, and up against the bump stops, for miles on end. The ramp that was used in the first of the Blackpool finishing tests demanded a little too much of the overworked suspension systems. From the approach side one could not tell how steep it was—it might have been a flight of steps. Cars took it at full throttle, becoming airborne and hitting the ground in a series of frightening bounds. Brakes probably come in for the worst treatment of all, the wheels of many of the cars being covered with lining dust at the end of the special sections.

The varying methods used by the control marshals need standardising. At the time controls on the special stages, of course, it was the job of the crew concerned to take the route card into the control and stamp it in the Printogines clock. At the controls on the road sections, where the marshals entered the time and stamped the cards the procedure varied from control to control. At some the marshal would take the card through the car window a minute or so before the car was due, and stamp it with the correct time, returning it to the car when it was due to leave the control. At others the marshal would take the card when it was handed through the window and stamp it with the time of receipt—which might be a minute or two early. Then there were those who dogmatically insisted that a member of the crew should get out of the car and deliver the card to the control at the precise moment that it was due. This is probably the best method—at least everybody knows how he stands, even though getting out of the car becomes an effort at the end of the long event.

REGULATIONS have come in for *The Birmingham Post* National Rally, to be organized by the Midland A.C. on April 27—28. The event counts towards the B.T.D.A. Gold Star rally competition, and is open to four categories, as defined by Appendix J of the International Sporting Code—production touring, grand touring, modified touring and production sports cars.

The event will start from the Civic Centre in Birmingham, the first car leaving at 10 p.m. on Friday, April 27. The finish will be at or near Droitwich. Entries close on Saturday, April 7, and copies of the regulations and entry forms can be obtained from the Midland A.C., Temple House, 184, Bath Row, Birmingham, 15.

THE PROTEST lodged by Ugolini, Maserati's chef d'equipe, following the Argentine G.P., has not been upheld by the Argentine club's commission sportive. It will be remembered that when Fangio's Ferrari left the road during the race, assistance is alleged to have been provided by spectators in getting the car back on to the road. Had the protest been upheld, Fangio would have been disqualified and Jean Behra (Maserati), who finished second, acclaimed the winner.

A COMMUNICATION has been received from Mercedes in connection with their interests in turbine engines, arising out of the article by Harry Mundy in The Autocar of December 30, when he spoke of the technical implications of the new formula still under discussion. The Stuttgart firm say that their interest and patent applications concerning turbine construction are connected with their forward research in this phase of engine design, and are not necessarily directly related to racing car applications.

ONCE AGAIN, regulations have come in for the London Motor Club's astonishing Little Rally. It will be remembered that last year an entry of 466 cars was received—impressive enough for an International event, but the Little Rally has not even National status, being open only to members of the London M.C.

The road section will be approximately 200 miles in length, starting and finishing at the Queen's Hotel, Farnborough, Hampshire, and going through the New Forest. There will be a number of controls, at which times of arrival will be taken, as well as several route checks at which no penalty will be incurred for late arrival. There will be approximately eight timed tests during the event.

The rally will be held on Saturday, April 21, and entries close on Tuesday, April 3. Regulations and entry forms can be obtained from the Secretary of the Rally, Mrs. Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey.

CLUB NEWS

North London Enthusiasts' C.C.—The Spring members' meeting on Sunday, April 15, is organized in conjunction with the Herts. County A. and A.C. It will consist of driving tests at Heston aerodrome, near Hounslow, Middlesex. Arrangements have been made to enable members of other clubs to enter on a temporary basis. Regulations can be obtained from G. Bance, 11, Bath Road, Reading, Berkshire.

Public Schools M.C. — At the annual general meeting held at the White Horse, Newburgh St., London, W.1., on Feb. 24, the club decided to concentrate on a total of four or five road and driving test events and one or two social meetings during the year. It is proposed to run two day rallies, a night rally, the annual gymkhana and a driving test meeting, all in the London area. Fixture lists will shortly be available from the honorary secretary, J. Blunsden, 48, Glebe Way, West Wickham, Kent. P. Fotheringay-Parker was re-elected as president of the club; M. F. Ellis and P. D. Bailey have again been appointed chairman and treasurer respectively.

Tickets for the annual film show can be obtained from R. M. Leggatt, 20, Starts Hill, Farnborough, Kent. It will be held at Browns Hotel, Dover St., London, W.1., starting at 7.30 p.m.

Leicestershire C.C.—There were 26 starters in the Winter Rally held on February 19. The organizers' determination to find the winner on the road section was aided by the layer of snow which faced competitors on lanes in Leicestershire and Rutland. The premier award, the Bacon Trophy, was won by B. Herbert in a Jowett Javelin, who lost eleven marks. The runner-up was B. Hercock driving an M.G.A., with the loss of 58 marks. First-class awards went to A. Shipley (Jowett Javelin) and A. Rayne (Ford Prefect), and second-class awards to C. Abel (Standard Vanguard) and M. Taylor (Triumph TR2).

Caernarvonshire and Anglesey M.C.—The club's well-established Palferman Rally has this year gained invitation status, and the invited clubs are B.A.R.C., Liverpool M.C., Seven-Fifty M.C., North Staffs. M.C., Rhyl and D.M.C. and South Caernarvonshire M.C. The rally will start at midnight on May 12, and the course will cover 200 to 300 miles entirely on the island of Anglesey. There will be special classes for 750 and pre-war cars. Regulations will shortly be available from A. McDermid, Colwyn, Lon-y-Bryn, Bangor, Caernarvonshire.

United Hospitals and University of London M.C.—The results of the Rosette Rally, held on February 18-19, are as follows:—

Best Performance: Hillman (F. W. Scott), 18 marks lost; Navigator's award: G. S. Sutcliffe).

Class winners: Up to 1,300 c.c.: H.R.G. (J. N. Eldeen), 78; over 1,300: Vauxhall Velox (P. H. Flindt), 46.

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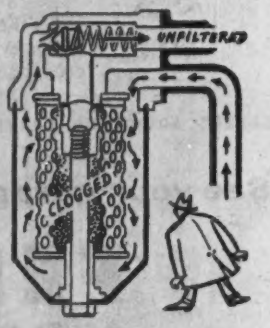

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CLUB NEWS . . .

First-class awards: Standard Vanguard (G. A. Robins, 48; Triumph TR2 (L. N. Needham), 61.

Sporting C.C. of Norfolk. — Fifty four cars started in the Pancake Rally held on Sunday, February 19, and 24 completed the 190-mile course. The first three places were taken by Fords; J. Morley in an Anglia won the premier award, and R. Stanforth (Prefect) and J. Risk (Anglia) finished second and third respectively.

Warrington and District M.C.—The third annual Daffodil Rally took place on February 19. In view of the difficulties encountered on the rally due to adverse weather conditions, the organizers decided to give, in addition to the major awards, first-class awards to all competitors who finished the course within the time limit.

Best performance: Renault (A. H. Hill), 5 marks lost.

Class winners: Cars up to 1,000 c.c.: Standard (J. R. Clayton), 20 **Closed cars, 1,001 to 1,500 c.c.:** Simca (E R. V. Walker), 270; **over 1,500:** Sunbeam-Talbot (L. Noy), 265. **Open cars, 1,001 to 1,500 c.c.:** M.G. (P. Brierley), 290; **over 1,500:** Triumph TR2 (C. Abbott), 55

First-class awards: Triumph TR2 (R. A. Dando), 115; M.G. (P. Farrington), 350; Renault (P. W. D. Bennett), 515; Renault (J. Forsyth), 215

West Essex C.C.—It was originally arranged to hold the second annual Clover Leaf Rally on February 11-12, but the organizers decided to postpone the event because of the dangerous condition of the roads due to ice and snow. The rally has now taken place, being run on Saturday and Sunday, February 25-26. Sixty-two competitors from eight clubs took part, and the provisional results are as follows:

Best performance: Ford (K. W. J. Picken), 110 marks lost.

Class winners: Closed cars up to 1,600 c.c.: Standard (B. C. Piercy), 138; **over 1,600:** Ford (B. H. Leader), 223. **Open cars:** M.G. (D. S. Wigglesworth), 380.

First-class awards: Ford (A. F. Lappage), 146; Austin (G. B. Player), 252; Wolseley (C. S. Perkin), 295; Ford (J. Trimble), 302; Ford (P. Davis), 332; Austin (S. Richards), 406.

Team award: South Essex M.C.—Ford (A. F. Lappage), Austin (G. B. Player) and Morris (O. S. Whitehead), 822 aggregate.

TARGA RUSTICANA

Sam Moore of the Hants. and Berks. M.C. had a successful night out in his M.G.A., winning the 1,201 to 2,000 c.c. class and coming second in the overall classification; his car is seen here leaving the start at Burford, Oxfordshire

THE organisers of the Oxford University M.D.C. Targa Rusticana assure us that the course is always plotted for fair weather conditions, and in such conditions the time schedule should no doubt be quite possible. As in previous years, however, snow and ice took a hand on the night of February 25-26 to make sure that the tradition should not be broken of finding the winner on the road section without recourse to special tests.

Tom Threlfall (modified Standard Ten), youngest member of a family whose name is well known in motor sport, kept the family flag and that of the Cambridge University A.C. flying, winning the event with only forty-five marks lost, though Sam Moore (M.G.A.), who won outright in 1953 and 1954 was a very close runner-up, losing forty-six marks.

From the start at Burford at 9 p.m. a novel "Oxford" section led competitors under a full moon over snow-covered minor roads on the Cotswolds to the Malvern Hills, and from there to Clee Hill and a very tricky descent of one in four at Farlow, to Ditton Priors. This was similar to an "Eight Clubs" section, but the highbrows of Oxford made competitors multiply the code numbers at the route checks to provide the six-figure map reference of the first time control. Most people, however, survived this academic test, and at Ditton Priors they were provided with a marked map for section two. Almost immediately trouble began. A Triumph TR2 mistook the road for what was actually a snow-covered frozen pond; unfortunately the ice proved unequal to the weight and the TR2 was discovered sunk to the doors in evil-smelling liquid. Hainge's Jowett Javelin was encountered at a standstill with wheelspin on the icy ascent of Wenlock Edge near Diddlebury, and near here, too, Parker's Austin A.90 lost all its brake fluid and landed in a ditch. Unperturbed, they retrieved it and carried on, using the handbrake. Nesbitt was reported to have badly damaged the front of his Jupiter when he hit a bank, avoiding a car which had halted to sort out some map-reading. The only other case of baulking that was heard of was when the stewards (Pat Stark and Pat Adams) were found motoring slowly along a lane looking for a check point on last year's rally!

North of the Long Mynd a hastily improvised route was handed to competitors, as the road across to Ratlinghope was blocked by snowdrifts. The roads deemed fit by the organisers were still quite bad enough, as further wreckage testified. Franklin's Zephyr was reported to be on its roof, with side and tail lights still burning to warn others.

At last respite was allowed with an hour's halt at the Long Mynd Hotel, up a most interesting hill out of Church Stretton. But only a respite. The next "Eight Clubs" section proved to be the real marks-loser, in the hills east of Presteigne, and caused yet more retirements. A. Polack (Morgan Plus Four) failed to negotiate a sharp left-angle at Bucknell, a corner which remains vivid in the memory of many who competed in last year's R.A.C. Rally. Roger Jones (M.G.TF), home on leave from the B.A.O.R., ran out of road on Marlbrook Hill. Peter Johnson (TR2) did very well to complete this section with only eight marks lost.

So the remains of the rally proceeded eastwards again, encountering more impassable snow-drifts at the foot of Clee Hill which caused a small diversion, and another very isolated drift somewhere in Worcestershire just beyond a five-barred gate, which looked as if it led into a field but was in fact the correct route (though it was a field!), and the drift therefore had to be charged at speed. From a control near Alcester the remaining main road section was run as a regularity test to decide ties, and led back to the finish at Burford, where breakfast was still being served well after midday.

PROVISIONAL RESULTS

Targa Rusticana (best performance): Standard Ten Modified (T. J. Threlfall). *Navigator award:* A. MacKay.

Class winners: Up to 1,000 c.c.: Morris Minor-Ford (R. M. Dobson); *1,201 to 2,000:* M.G.A (S. Moore); *Over 2,000:* Jaguar Mark V (E. Burke).

Team award: Standard Ten (T. J. Threlfall), Morris Minor-Ford (R. M. Dobson) and M.G.A. (J. G. Marks).

COMING SHORTLY

19-22.—Mobilgas fuel economy run, U.S.A.

20.—Allard O.C. Annual general meeting, Club headquarters, Clapham High Street, London, S.W.4.

22.—Aston Martin O.C. Annual general meeting, R.A.C., Pall Mall, London, S.W.1., 6.30 p.m.

22.—Romford Enthusiasts' C.C. Film show, The White Hart, Collier Row, Essex.

23.—Public Schools M.C. Film show, Browns Hotel, Dover Street, London, W.1., 7.30 p.m.

23.—Lagonda Club. Northern dinner, Crescent Hotel, Ilkley, Yorkshire, 7.30 for 8 p.m.

23.—Hants. and Berks. M.C. Annual general meeting, New Inn, Eversley, Berkshire, 8 p.m.

24.—Sebring 12-hour race, U.S.A.

24.—Queenshaven race meeting, South Africa.

24.—Sunbac. Colmore Trophy Trial, Shipston-on-Stour, Warwickshire, 10 a.m.

24-25.—Cemian M.C. Coronation Rally, Aerodrome Hotel, Purley Way, Croydon, Surrey, 9 p.m.

24-25.—Herefordshire M.C. Welsh Marches Rally, Lyde, Herefordshire, 8 p.m.

24-25.—B.A.R.C. (Yorkshire Centre). All Fools Rally, Victoria Hotel, Bradford, Yorkshire, 11 p.m.

25.—Snetterton M.R.C. Race meeting, Snetterton, near Thetford, Norfolk, 2 p.m.

25.—Bolton-le-Moors C.C. Rally driving tests, Blackpool Promenade, Lancashire, 12 noon.

25.—Blackburn Welfare M.C. Motor cycle and formula 3 car race meeting, Brough aerodrome, Yorkshire, 1 p.m.

25.—Northampton and District C.C. Spring road trial, White Hills Hotel, Harborough Road, Northampton, 2 p.m.

25.—Mid-Surrey A.C. Grand Cup Trial, Fishers Garage, Ripley, Surrey, 2.30 p.m.

25.—Thames Estuary A.C. Anniversary Rally.

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E. J. Bougourd, managing director of Ruette Bray Motors, Guernsey, signing a delivery agreement for all his new cars with L. R. Pavey, commercial manager (freight and charter) of Silver City Airways.

IN BRIEF

Output of diesel engines from the Peterborough factory of F. Perkins Ltd., now exceeds 300 a day.

The Royal Institute of International Affairs has received a donation of £350 from the Dunlop Rubber Co., Ltd.

To mark the occasion of the knighthood bestowed on him, Sir Leonard Sinclair, chairman of the Esso Petroleum Co. Ltd., has been presented with his portrait by employees of the company. The artist was James Gunn, P.R.P., A.R.A., LI.D.

A Guernsey, Channel Islands, firm of Nuffield dealers — Ruette Bray Motors Ltd.—are having all cars and vans that they sell sent to them by air. The air freighters of Silver City Airways' daily service from Eastleigh airport are being used.

Under the Vauxhall Motors profit-sharing scheme, 14,370 employees are to receive an average of £42 17s. 11d. as their share of the 1955 profits. The scheme is based on employees receiving a percentage of their wages, with additions for long service.

Mr. F. C. Hall has joined the board of General and Industrial Paints Ltd., and is to act as general sales manager, in support of Mr. A. G. Jordan, assistant managing director. Mr. Hall is managing director of Allied Paints and Chemicals Ltd., another Ault and Wiborg Group company, and continues in that responsibility.

The car makers' plans and the demand for wrap-round windscreens and rear windows is leading to the Triplex Company and its subsidiary Triplex (Northern) Ltd. having to put up new factories and furnaces. The design of the furnaces, of a new kind, is stated to be well in hand.

The annual report of the Triplex Safety Glass Co. Ltd., issued on February 28, shows record profits for the half-year ended December, 1955. At present the factory is still in arrears of work and on overtime; but it is expected that the current recession will enable the workers to catch up.

Service weeks are to be held by the following Rootes Group dealers: March 19-24, Chantry Motors Ltd., 26-30 Uxbridge Road, Ealing, London W.5; April 16-21, Times Garage (Hillingdon) Ltd., High Street, Cowley, Middlesex; April 3-7, Smith Auto Co. Ltd., 145, London Road, Croydon, Surrey; and April 30-May 5th, Alpha Motors (Charlton) Ltd., St. Jude Garage, Woolwich Road, Charlton, London.

A talk on automobiles from the safety angle is to be given by Mr. Arthur Bourne, editorial director, of **The Autocar** and associated journals, to the Institution of Mechanical Engineers, Automobile Division, Derby Centre, at the Midland Hotel, Derby, on Monday, March 19. The meeting is fixed for 7.15 p.m. and all likely to be interested are invited to attend.

NEW CAR PRICES

The British Motor Corporation last week announced an increase of 7½ per cent. in the basic retail prices of all its cars sold in the home market.

	U.K. List Price £ s d	Total Price in U.K. including P.T. £ s d
A.C.		
2-litre saloon 2-door	1,027 12 2	1,542 15 3
Saloon 4-door	1,107 19 4	1,663 6 0
Ace two-seater	1,100 0 0	1,651 7 0
Aceca coupe	1,375 0 0	2,063 17 0
ALFA ROMEO		
1300 Giulietta saloon	1,150 0 0	1,726 7 0
Sprint Spyder	1,410 0 0	2,116 7 0
1900 Super saloon	1,750 0 0	2,626 7 0
T.1. saloon	1,900 0 0	2,851 7 0
Primavera coupe	1,995 0 0	2,993 17 0
Sprint.	2,500 0 0	3,751 7 0
ALLARD		
Monte Carlo saloon	1,782 0 0	2,674 7 0
Safari estate car	1,782 0 0	2,674 7 0
K.3 touring 3-seater	1,537 0 0	2,306 17 0
J.R.2 sports racer	1,722 0 0	2,584 7 0
ALVIS		
3-litre Graber saloon	1,850 0 0	2,766 7 0
A-SIDDELEY		
Sapphire 346 saloon (synchromesh)	1,215 0 0	1,823 17 0
(preselector)	1,285 0 0	1,928 17 0
(automatic)	1,404 0 0	2,107 7 0
Limousine	1,910 0 0	2,866 7 0
Sapphire 234 saloon	1,065 0 0	1,598 17 0
Sapphire 236 saloon	1,104 0 0	1,657 7 0
ASTON MARTIN		
D.B. 2-4 saloon	2,050 0 0	3,076 7 0
Hardtop	2,050 0 0	3,076 7 0
Drop-head coupe	2,200 0 0	3,301 7 0
D.B.5S 2-seater	2,600 0 0	3,901 7 0
AUSTIN		
A.30 Seven 2-door	335 0 0	503 17 0
A.30 Countryman	395 0 0	593 17 0
A.40 Cambridge	468 0 0	703 7 0
A.40 Countryman	516 0 0	775 7 0
A.50 Cambridge	478 0 0	718 7 0
A90 Westminster	558 0 0	838 7 0
A.135 Princess 111 S.W.B. saloon	1,665 0 0	2,498 17 0
L.W.B. limousine	2,000 0 0	3,001 7 0
AUSTIN HEALEY		
100 sports 2-seater	750 0 0	1,126 7 0
100M sports 2-seater	855 0 0	1,283 17 0

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NEW CAR PRICES . .

	U.K. List Price £ s d	Total Price in U.K. including P.T. £ s d
BENTLEY		
Series S saloon	3,295 0 0	4,943 17 0
Freestone and Webb sports saloon	4,890 0 0	7,336 7 0
Jas. Young saloon	4,665 0 0	6,998 17 0
Hooper saloon	4,715 0 0	7,073 17 0
Continental H.J. Mulliner saloon	4,960 0 0	7,441 7 0
Park Ward saloon	4,775 0 0	7,163 17 0
Park Ward D.H. coupe	4,775 0 0	7,163 17 0
B.M.W.		
Type 501 6 cyl saloon	1,377 0 0	2,066 17 0
8 cyl. limousine	1,638 0 0	2,456 7 0
Type 502 limousine	1,792 0 0	2,689 11 0
Type 503 sports	2,975 0 0	4,463 17 0
Fixed-head coupe	2,975 0 0	4,463 17 0
Type 507 sports	2,800 0 0	4,201 11 0
Isetta Motocoupe	292 0 0	439 7 0
BORGWARD		
Isabella 60 saloon	806 2 11	1,210 11 8
Coupe	1,246 13 10	1,874 7 9
Station wagon	850 1 9	1,288 9 8
Isabella TS saloon	916 15 0	1,376 11 8
Pullman 2400 saloon	1,409 2 1	2,115 0 2
Saloon (Hansamatic)	1,501 7 0	2,253 7 6
BRISTOL		
406 saloon	2,390 0 0	3,586 7 0
Drop-head coupe	2,450 0 0	3,676 7 0
CITROEN		
2 c.v. saloon	398 0 0	598 7 0
2-litre DS19 saloon	990 0 0	1,486 7 0
CONTINENTAL		
Mark 11 coupe	4,690 0 0	7,036 7 0
DAIMLER		
Conquest saloon	1,066 0 0	1,600 7 0
Conquest Mark 11	1,156 0 0	1,735 7 0
Conquest Century	1,172 0 0	1,759 7 0
Conquest Century Mark II	1,264 0 0	1,897 7 0
2½-litre drop-head	1,360 0 0	2,041 7 0
One-O-Four saloon	1,885 0 0	2,828 17 0
Lady's model	2,105 0 0	3,158 17 0
4½-litre saloon	2,293 0 0	3,440 17 0
D.K. 400 limousine	2,793 0 0	4,190 17 0
DELLOW		
Mark 11B sports	448 0 0	673 7 0
Mark 11C sports	477 0 0	716 17 0
Mark V sports 2-seater	542 0 0	814 17 0
D.K.W.		
Saloon de luxe	656 0 0	986 7 0
Fixed-head coupe	665 0 0	998 17 0
Four-door saloon	690 0 0	1,036 7 0
Cabriolet	820 0 0	1,231 7 0
FAIRTHORPE		
Mark 1M	259 17 0	391 2 6
Mark 11A	291 17 0	439 2 6
Mark 111E	332 14 0	500 8 0
FIAT		
600 saloon	412 10 0	620 2 0
New 1100 saloon	578 10 0	869 2 0
1100 TV saloon	750 0 0	1,126 7 0
1400A saloon	774 0 0	1,162 7 0
1900 saloon	980 0 0	1,471 7 0
FORD		
Popular saloon	275 0 0	413 17 0
Anglia saloon	360 0 0	541 7 0
Saloon de luxe	382 0 0	574 7 0
Prefect saloon	395 0 0	593 17 0
Saloon de luxe	420 0 0	631 7 0
Escort estate car	414 0 0	622 7 0
Squire estate car	445 0 0	668 17 0
Consul saloon	520 0 0	781 7 0
Consul convertible	630 0 0	946 7 0
Zephyr saloon	580 0 0	871 7 0
Zephyr convertible	690 0 0	1,036 7 0
Zodiac saloon	645 0 0	968 17 0
FORD (Canadian)		
Mainline	1,207 0 0	1,811 17 0
Customline	1,245 0 0	1,868 17 0
Fairlane Town sedan	1,283 0 0	1,925 7 0
Fairlane Club sedan	1,264 0 0	1,897 7 0
Fairlane Country sedan	1,471 0 0	2,207 17 0
Custom Ranch Wagon	1,348 0 0	2,023 17 0
FORD (U.S.A.)		
Thunderbird sports	1,690 0 0	2,536 7 0
FRAZER NASH		
Fast Roadster	1,650 0 0	2,476 7 0
Turismo fixed-head coupe	2,150 0 0	3,226 7 0
Targo Florio Gran Sport	2,250 0 0	3,376 7 0
Mark 11 competition	2,250 0 0	3,376 7 0
Le Mans fixed-head coupe	2,450 0 0	3,676 7 0
Sebring 2-seater	2,250 0 0	3,376 7 0
HILLMAN		
Minx special saloon	470 0 0	706 7 0
De luxe saloon	495 0 0	743 17 0
Californian	550 0 0	826 7 0
Estate car	565 0 0	848 17 0
Husky	415 0 0	623 17 0

(Continued on next page)

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1955 ARMSTRONG SIDDELEY Sapphire Sin. Synchromesh, Radio, 5,000 miles £1,295
1954 ARMSTRONG SIDDELEY Sapphire Sin. Synchromesh, Radio, 9,000 miles £985
1953 BRISTOL 401 Saloon, 39,000 Radio £1,350
1955 STANDARD 8 de-luxe saloon, 8,000 m. heater £495
1954 M.G. Magnette Saloon, 11,000 miles £795
1954 VAUXHALL Wyvern 23,000 miles, heater £515
1953 (model) ALVIS 3 litre saloon, 25,000 miles Radio, one owner £735
1952 (Series) LANCHESTER 14 saloon, just fitted reconditioned engine unit and not run-in £695
1952 WOLESLEY 6/80 sln., radio and htr., just decarbonised. £395
1950 (Model) LAGONDA 2.6 litre foursome drop head coupe. Recent complete engine overhaul £795
1937 ROLLS ROYCE Phantom III owner driver sports saloon by H. J. Mulliner ... £785
1952 Sept.) LAND ROVER, one owner £325

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1947 Rolls Royce "Silver Wraith" Freestone and Webb 2 door saloon with large boot. Razor-edged. Dunlopillo. Sunroof. Electric winder to drivers door. Grey and blue. One owner. 29,000 miles £2,250.
1954 Bentley 4½ litre standard saloon. Black, brown hide. Automatic. One owner. £3,750.
1951 Bentley 4½ litre standard saloon. Shell grey, red hide. One owner. £2,150.
The above cars have been "passed" by our Officially Appointed Service Department.
1955 Armstrong Siddeley "Sapphire" saloon. Black red hide. Automatic. 6,700 miles. £1,550.
1955 Ford Anglia 2 door saloon. Black, red hide. Heater. One owner. 7,800 miles £525.
1954 Sunbeam Talbot "90" saloon. Metallic blue. Heater. Windscreen washer. Radio. Foglamps. One owner. 16,000 miles. £850. 1951 coupe. Metallic grey. Heater and radio. £595.

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	U.K. List Price £ s d	Total Price in U.K. including P.T. £ s d
H.R.G.		
1½-litre 2-seater	895 0 0	—
HUDSON		
Rambler Super saloon	1,305 0 0	1,958 17 0
Rambler Custom saloon	1,380 0 0	2,071 7 0
Hardtop	1,450 0 0	2,176 7 0
Cross Country station wagon	1,510 0 0	2,266 7 0
Wasp Super saloon	1,670 0 0	2,506 7 0
Hornet Super saloon	1,810 0 0	2,716 7 0
Hornet Custom saloon	1,910 0 0	2,866 7 0
Hollywood Hardtop	1,955 0 0	2,933 17 0
HUMBER		
Hawk saloon	715 0 0	1,073 17 0
Touring limousine	795 0 0	1,193 17 0
Estate car	885 0 0	1,328 17 0
Super Snipe saloon	1,095 0 0	1,643 17 0
Touring limousine	1,175 0 0	1,763 17 0
JAGUAR		
2.4-litre saloon	895 0 0	1,343 17 0
Special equipment model	916 0 0	1,375 7 0
Saloon (overdrive)	940 0 0	1,411 7 0
Mark VII Type M	1,140 0 0	1,711 7 0
Saloon (overdrive)	1,185 0 0	1,778 17 0
Saloon (automatic)	1,268 0 0	1,903 7 0
XK 140 sports 2-seater	1,127 10 0	1,692 12 0
Drop-head coupe	1,160 0 0	1,741 7 0
Fixed-head coupe	1,140 0 0	1,711 7 0
D-type sports 2-seater	2,585 0 0	3,878 17 0
JENSEN		
Model 541 saloon	1,435 0 0	2,153 17 0
Interceptor de luxe	1,800 0 0	2,701 7 0
Convertible de luxe	1,800 0 0	2,701 7 0
LAGONDA		
3-litre saloon	2,600 0 0	3,901 7 0
Drop-head coupe	2,700 0 0	4,051 7 0
LANCHESTER		
Sprite saloon	866 0 0	1,300 7 0
LANCIA		
Appia saloon	1,250 0 0	1,876 7 0
Aurelia Series 11 saloon	1,550 0 0	2,326 7 0
Aurelia Grand Turismo	2,115 0 0	3,173 17 0
Spyder	2,115 0 0	3,173 17 0
LINCOLN		
Premier saloon	2,432 0 0	3,649 7 0
MERCEDES-BENZ		
180 saloon	1,195 0 0	1,793 17 0
180D (diesel) saloon	1,260 0 0	1,891 7 0
190SL sports saloon	1,850 0 0	2,776 7 0
220a saloon	1,552 0 0	2,329 7 0
330 saloon	2,525 0 0	3,788 17 0
300c saloon de luxe	2,675 0 0	4,013 17 0
300s coupe	4,110 0 0	6,166 7 0
300SL saloon	3,100 0 0	4,651 7 0
MERCURY		
Montclair saloon	1,818 0 0	2,278 7 0
M.G.		
MGA 2-seater	595 0 0	893 17 0
Magnette saloon	645 0 0	968 17 0
MORGAN		
4/4 Series 11 2-seater	450 0 0	678 17 0
Plus 4 (TR) 2-seater	595 0 0	893 17 0
4-seater	610 0 0	916 7 0
Drop-head coupe	640 0 0	961 7 0
Plus 4 (Vanguard) 4-seater	580 0 0	871 7 0
Drop-head coupe	610 0 0	916 7 0
MORRIS		
Minor Series 11 saloon	373 0 0	560 17 0
Saloon de luxe	389 0 0	584 17 0
Saloon 4-door	395 0 0	593 17 0
Convertible	373 0 0	560 17 0
Traveller	422 10 0	635 2 0
Cowley saloon	495 0 0	743 17 0
Oxford Series 11 saloon	525 0 0	788 17 0
Traveller	580 0 0	871 7 0
Isis saloon	565 0 0	848 17 0
Traveller	675 0 0	1,013 17 0
NASH		
Rambler	—	—
Ambassador saloon	—	—
Statesman saloon	—	—
OLDSMOBILE		
Series 88 Super saloon	1,640 0 0	2,460 15 0
Series 98 de luxe saloon	1,985 0 0	2,978 17 0
Starfire convertible	2,080 0 0	3,121 7 0
PACKARD		
Clipper de luxe saloon	2,206 0 0	3,310 4 9
Patrician	2,762 0 0	4,144 4 9
Caribbean hardtop	3,115 0 0	4,673 14 9
PANHARD		
Dyna Junior sports cabriolet	755 15 4	1,165 0 0
Dyna de luxe special saloon	702 8 8	1,055 0 0

	U.K. List Price £ s d	Total Price in U.K. including P.T. £ s d
PEUGEOT		
Type 203 saloon	633 9 1	952 8 2
Station wagon	732 17 4	1,100 10 6
Type 403 saloon	796 2 11	1,195 11 5
PONTIAC		
Chieftan saloon	1,450 0 0	2,176 1 2
Catalina coupe	1,976 0 0	2,962 8 10
Star Chief convertible	2,050 0 0	3,075 5 0
PORSCHE		
Type 356 1600 Speedster	1,225 0 0	1,383 17 0
Fixed-head coupe	1,260 0 0	1,891 7 0
Super fixed-head coupe	1,380 0 0	2,071 7 0
Drop-head cabriolet	1,380 0 0	2,071 7 0
Super drop-head coupe	1,500 0 0	2,251 7 0
Type 550 1500 spyder	2,715 0 0	4,073 17 0
Carrera coupe	1,865 0 0	2,798 17 0
RENAULT		
750 de luxe saloon	422 10 0	635 2 0
De luxe saloon (sliding roof)	434 10 0	653 2 0
De luxe saloon (Ferlec clutch)	442 0 0	664 7 0
Fregate 2-litre saloon	699 0 0	1,049 17 0
Dauphine	512 0 0	769 7 0
Grand Pavois saloon	850 0 0	1,276 7 0
Amiral saloon	829 0 0	1,244 17 0
RILEY		
Pathfinder saloon	875 0 0	1,313 17 0
ROLLS-ROYCE		
Silver Cloud saloon	3,385 0 0	5,078 17 0
Freestone and Webb saloon	4,980 0 0	7,471 7 0
Hooper saloon	4,805 0 0	7,208 17 0
H.J.Mulliner saloon	4,905 0 0	7,426 7 0
Jas. Young saloon	4,755 0 0	7,133 17 0
Silver Wraith Series II Freestone and Webb touring limousine	5,265 0 0	7,898 17 0
Freestone and Webb 7 passenger limousine	5,420 0 0	8,131 7 0
Park Ward touring saloon	5,170 0 0	7,756 7 0
Park Ward limousine	5,295 0 0	7,943 17 0
Hooper touring limousine	5,295 0 0	7,943 17 0
Hooper limousine	5,295 0 0	7,943 17 0
H.J.Mulliner touring limousine	5,265 0 0	7,898 17 0
Jas. Young saloon	5,295 0 0	7,943 17 0
ROVER		
60 saloon	840 0 0	1,261 7 0
75 saloon	915 0 0	1,373 17 0
90 saloon	945 0 0	1,418 17 0
SIMCA ARONDE		
1300 Elysee saloon	609 10 0	916 12 0
Grand Large	662 0 0	994 7 0
SIMCA VEDETTE		
Trianon saloon	891 0 0	1,337 17 0
Versailles saloon	938 0 0	1,408 7 0
Regence saloon	1,053 0 0	1,580 17 0
Marly station wagon	1,225 0 0	1,838 17 0
SINGER		
Hunter S saloon	612 0 0	919 7 0
Hunter saloon	687 10 0	1,032 12 0
Hunter 75 saloon	811 0 0	1,217 17 0
SKODA		
440 saloon de luxe	560 0 0	841 7 0
1200 saloon	630 0 0	946 7 0
STANDARD		
Eight Family saloon	369 0 0	554 17 0
Super saloon	405 0 0	608 17 0
Super Ten saloon	430 0 0	646 7 0
Family Ten saloon	409 0 0	614 17 0
Companion Estate car	485 0 0	728 17 0
Vanguard III saloon	599 0 0	899 17 0
Estate Car	633 0 0	950 17 0
Vanguard diesel saloon	735 0 0	1,103 17 0
STUDEBAKER		
Champion Custom	1,267 0 0	1,901 17 0
Commander	1,387 0 0	2,081 17 0
President	1,449 0 0	2,174 17 0
SUNBEAM		
Rapier saloon	695 0 0	1,043 17 0
Mark III saloon	835 0 0	1,253 17 0
TRIUMPH		
T.R.2 2-seater	625 0 0	938 17 0
Hardtop	670 0 0	1,006 7 0
T.R.3 sports 2-seater	650 0 0	976 7 0
Hardtop	695 0 0	1,043 17 0
VAUXHALL		
Wyvern saloon	510 0 0	766 7 0
Velox saloon	560 0 0	841 7 0
Cresta saloon	620 0 0	931 7 0
VOLKSWAGEN		
Standard saloon	422 10 0	635 2 0
Saloon de luxe	492 10 0	740 2 0
Saloon de luxe (sliding) head	525 0 0	788 17 0
Convertible	670 0 0	1,006 7 0
WOLSELEY		
Four-forty-four saloon	595 0 0	893 17 0
Six-ninety saloon	750 0 0	1,126 7 0

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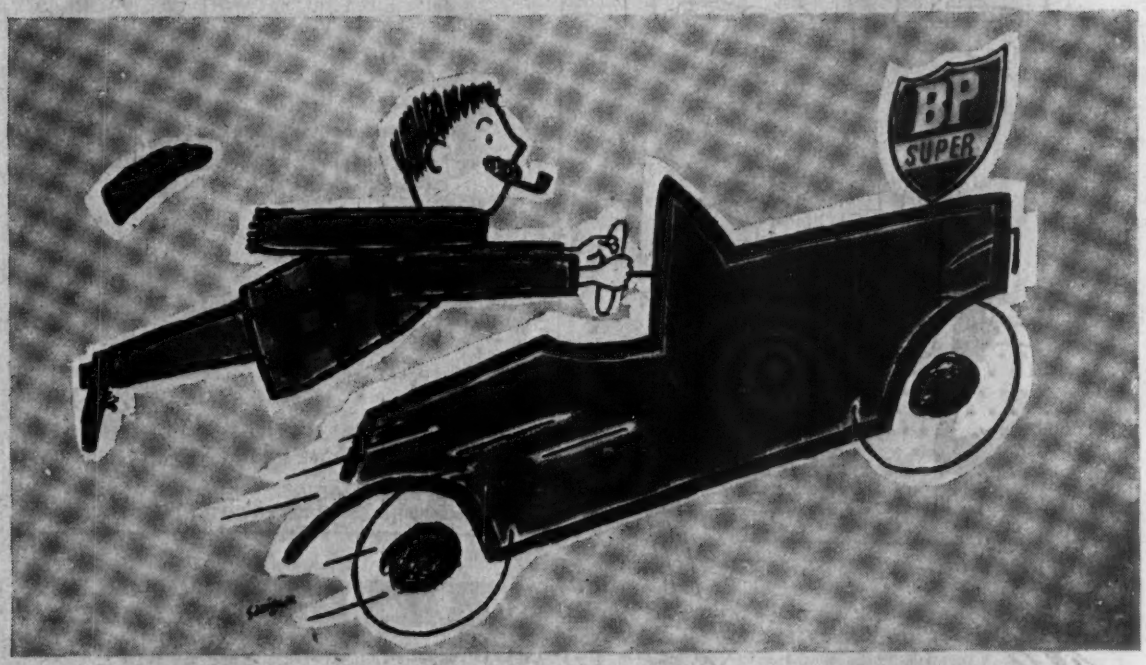

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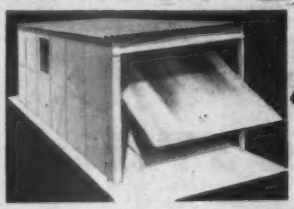

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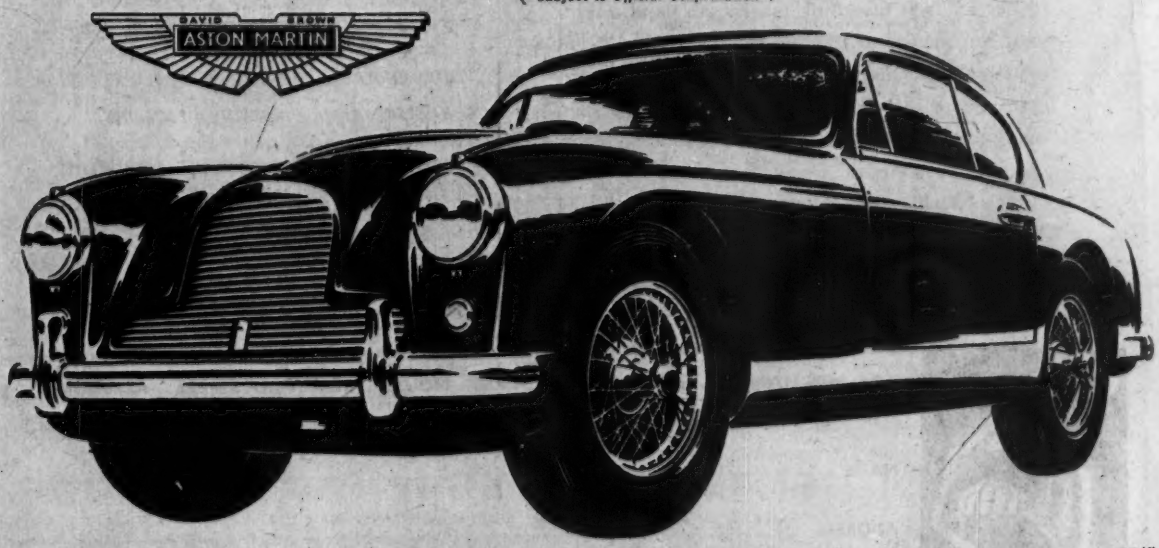

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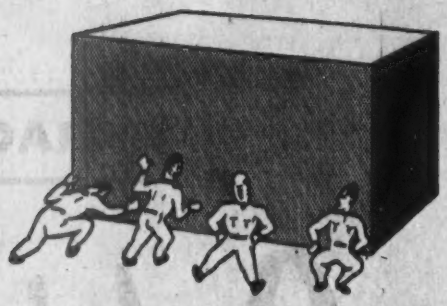

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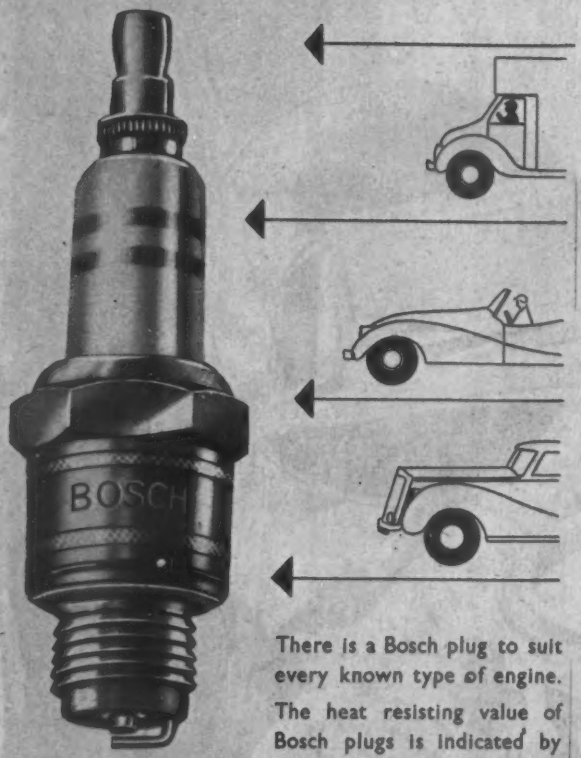

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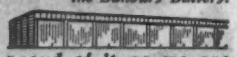

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1948	Morris Minor Sal. 4-dr. gra/br. hide, immac.	£290
1946	Austin Saloon, brown hide	£285
1946	Standard 8, honey bge. cloth and leather	£210
1946	Ford Anglia Sal. 8 h.p., blk./red (choice of 2)	£215

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1948	Vauxhall Saloon, 12 h.p. blk./brown ...	£280
1948	Ford Prefect Sal. 10 h.p. bge/brown. hide, Reconditioned engine	£245
1947	Vauxhall Sal. 10 h.p. blue/brown cloth ...	£285
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1938	Rover 12 h.p. Saloon, grey/green, taxed ...	£170

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1953	Ford Consul (Sept.) 16 h.p. Saloon, Dorchester grey/rug hide	£470
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1953	Morris "Oxford" Saloon, 14 h.p. blk/red hide, 23,000 miles, 2 owners	£460
1950	Singer S.M. "1500" Sal. 13 h.p. mist green/pigskin	£310
1950	Model Sunbeam Talbot "90", 14 h.p. Poly. grey/grey leather, heater	£410
1949	Daimler D.B. 18 Saloon, blk./brown hide, Record. engine, immac.	£495
1949	Morris Oxford Saloon, 14 h.p. Bristol fawn/pigskin, 2 owners	£330
1949	Standard Vanguard Saloon, 17 h.p. blk/blue hide, resleeve engine	£300
1949	Model Triumph Roadster, 13 h.p. Poly, grey heater, taxed year	£365
1948	Rover "75" Sal. 16 h.p. blk/red, htr., 1 owner	£435
1948	1800 Triumph Razor edge sal., blk/pig., txd.	£325
1946	Standard sal. 14 h.p. honey beige/reg hide	£265
1937	Rover 16 h.p. Sal. blk/brown, taxed ...	£135

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USED CARS FOR SALE

A.C.

CAR MART LTD:
1953 A.C. 2-door Saloon, radio, heater, £625.
Car Mart Ltd., 163 Bromley Rd., Catford, S.E.6. Hither Green 6111. (C1039

GATEHOUSE offer:—
1953 A.C. black with red leather upholstery, 27,000 miles, one owner, £625. — Gatehouse Motors Ltd., Highgate Village, London, N.6. Mountview 4444. (C2021

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CHIPSTEAD MOTORS, Ltd., 197 Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. (C1046

PRIDE & CLARKE Ltd. 1955 A.C. Aceca, 4,000 miles. £130 extras, one owner, as new, £1,445. Exchanges welcomed.—237 Brixton Hill, S.W.2. TUL 3664/5. (C3068

ACE, late 1954, immaculate throughout, dark green, £985.—40 Market St., Watford 6703, after 7 p.m. 2556

A.C. All enquiries for new or second hand Ace, Aceca or A.C. 2 litre cars for sale or wanted should be addressed to:—The A.C. Distributors, Swanmore Garage, Ltd., 1176-1180 Christchurch Road, Boscombe, E. Bournemouth (Telephones 43344 & 43345 Southbourne). (C4024

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1953 (May) A.C. 2-door sports saloon. Grey with blue leather interior. Fitted heater, H.M.V. radio, and usual A.C. accessories. A most distinctive vehicle. £645. Part exchange, deferred terms.—Milhall Service, 55 South Edwardes Square (near Kensington High Street), London, W.8. WEStern 4351. (C3094

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1952 K2 roadster, immaculate condition, £465, several drop head coupes from £300.
Adlards Motors Ltd., 51 Upper Richmond Rd., S.W.15. (Vandyke 2333). 0912/R

ACLAND & TABOR Ltd., Welwyn By-pass, Herts, Welwyn 481/2/3, offer:—
1953 Allard Palm Beach, black, Zephyr 3 carburettor engine, very fast. £595. Maximum H.P. (C1001
£398 Allard Sports Saloon 1951, exceptional body and interior, choice tourer. Many others.—Benmotors, 1 Clarendon Road, W.11. (50 yds. Holland Park Tube). Park 5066-7 and Park 2971 (C1017

1949 4-seater saloon, two owners, superb bargain £245. Terms, exchanges.—Richards & Carr, Ltd., 35 Kinnerton Street, S.W.1. Belgravia 3711. (C3045

ALVIS

VINTAGE AUTOS offer:
£245. 1939 4.3 D.H. coupe, recent extensive overhaul. Vintage Autos Ltd., 105 Queensway, W.2. Tel. Bayswater 5929 and 8330. (C4079

CHIPSTEAD MOTORS LTD. offer:
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1952 Alvis 3 litre saloon, black/fawn, radio, heater.—Dunham and Haines, 46 Castle Street, Luton 2100/1. (C1079

ALVIS

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103 New Bond-st., London, W.1., Mayfair 8351. (C2052

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1934 Alvis Speed 20 saloon, black with Charlesworth body, £110.—Gatehouse Motors Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (C2021
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GUY SALMON AUTOMOBILES offer:
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JACK ROSE Ltd. offer Alvis T.A. 14 saloon, in black, with brown hide. Most attractive inside and out. Taxed, open to any examination, £445.—Stafford Rd., Wallington, Surrey. WAL 6677, Burgh Heath 2376. (C3056
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1955 R.H.D. Chevrolet "Bel Air" V8, radio and heater, all extras.
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1955 R.H.D. Dodge "V8 Royal," hydramatic drive, power brakes, radio and heater, all extras.
1954 Ford "Crestline," Ford-O-Matic drive, radio and heater, 1 owner.
1949 Ford "Custom," Convertible, radio and heater, all extras.
1953 Lincoln "Capri," hydramatic drive, power brakes, power steering, electric windows, all extras.
1954 Mercury "Monterey," radio and heater, 4-door, white wall tyres, all extras.

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1953 (regd.) Henry "J" saloon, only 15 h.p. 30 m.p.g. Overdrive, heater, etc., low mileage, beautifully styled, bargain at £495. Part exchange welcome. Terms.
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WM
WELBECK MOTORS for new and used Armstrong Siddeleys. A selection from our current stock of used cars:
1955 Sapphire saloon, synchromesh gearbox, duo green, mileage 10,000 approximately, as new, £1295.
1953 Hurricane drophead coupe, synchromesh gearbox, grey with blue hide, mileage 20,000 approximately, good value for money at £550.—Welbeck Motors Ltd., 107 Crawford St. London, W.1. (near Baker St. Station). Welbeck 1139. (C4049

G.E.
1947 16 h.p. Armstrong Siddeley Typhoon, 2-door 4 light sports saloon, immaculate throughout, in black, chromium, beige interior, manual gearbox, heater, de-misters, radios, etc. A beautiful example. Written guarantee, 298 guineas. Hire purchase, part exchanges. —Geoffrey Edwards Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. (C2000

GUY SALMON AUTOMOBILES offer:
1956 (series) Armstrong Siddeley Sapphire 7-passenger limousine, under 2,000 miles, radio and fitted suit cases, £2350. — Portsmouth Road, Thames Ditton. Emberbrook 5551/2/3. (C4001/2

GUY SALMON AUTOMOBILES offer:—
1954 Armstrong Siddeley Sapphire saloon, synchromesh gearbox, 9,000 miles, radio, one owner, £985.—Portsmouth Road, Thames Ditton, Emberbrook 5551/2/3. (C4001/1

GUY SALMON AUTOMOBILES offer:—
1955 Armstrong Siddeley Sapphire saloon, synchromesh gearbox, 3,000 miles, one owner, radio, £1295.—Portsmouth Road, Thames Ditton, Emberbrook 5551/2/3. (C4001

HENLYS offer with four months' guarantee:
1953 Armstrong Siddeley Whitley saloon. Grey with blue interior. An excellent example for the year. £645.
HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. (2967

1952 Armstrong Siddeley drophead coupe, radio, guaranteed, £365. Payments.—Oldfield, 386 Kensington High Street, W.14. WES 6631. (C3029
295 gns. Armstrong Siddeley 1948 Hurricane dh coupe, manual gearchange, heater, carefully used. Terms, Exchanges, List. Open 9—7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead Tube), Hampstead 6041. (C4018
1953 Armstrong Whiteley. One owner only. Immaculate throughout. Nominal mileage. £495, Terms, exchanges. —Corner Garage, Gorton St., Blackpool. Tel. 26838. Night St. Annes 03280. (C2083

CASS'S MOTOR MART, 1949 Armstrong Typhoon saloon, black, R. and H. Unblemished. £395. Written guarantee. — 5 Warren Street, W.1. EUSton 4110. (C1040

USED CARS FOR SALE

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£465!!! 1951/2 Armstrong Siddeley convertible, specimen condition, one owner, 23,000 miles.
£595!!! Armstrong Siddeley 1952/3 Whitley sports saloon, one owner, like brand new.
£395!!! 1949 Typhoon, sports saloon, beautiful clean spotless condition.
Lambs of Wood Green (Established 1897). 100 guaranteed cars; Exchanges; hire purchase.—421-423 High Rd., Finchley, Finchley 6222. (C2052
Here is the cheapest and most probably finest 1954 Sapphire saloon obtainable, duo grey finish, one owner, H.M.V. radio, really immaculate, £925. Space urgently required.—H. A. Saunders, 144 Golders Green Rd., N.W.11. Speedwell 0011. (C4004
CHARLES FOLLETT Ltd., official Armstrong retailers offer :—
1955 Sapphire Sal. automatic gearbox, power steering, adjustable ride control, radio, laminated windscreen, colour grey. This car has covered a genuine 3,000 miles only and is absolutely as new.
Showrooms: 18 Berkeley Street, W.1. Mayfair 6266.
Service: Works and Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. (C2010
1955 Series Armstrong Sapphire, twin carbs, fitted and checked by Armstrongs at 2,000 miles. 6,000 miles, one owner, worked and very carefully looked after, unmarked and in immaculate condition. £1,350.—Aerocars, Key Street, nr. Sittingbourne, Kent, 40 miles London. (C2813
1953 (Sept.) Armstrong Siddeley Whitley Saloon. Blue with blue leather interior. Manual gearbox. Fitted heater. A most distinctive vehicle. £595. Part exchanges, deferred terms.—Milhall Service, 55 South Edwardes Square (near Kensington High Street), London, W.8. WEStern 4351. (C3094
1954 model Armstrong Siddeley Sapphire, pre-selecric, twin carburettors, 24,000 miles only, heater, immaculate condition, grey green, taxed year, £795.—R. S. Mead (Sales) Ltd., 42 Queens Street, Maidenhead. Tel. Maidenhead 3431/2. (C3011
1952 Armstrong Whitley saloon, one owner, black, superb condition. £525.—Park Garage (Molesey) Ltd., Hampton Court Way, Molesey, Surrey. Tel Molesey 6199. (C3037
1955 Series Mark II Sapphire, twin carbs, Servo brakes, radio, heater, black/red, low mileage, immaculate, H.P. Exchanges. £1195.—142 Holland Avenue, Park 2626. (C2085

ASTON MARTIN

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New Aston Martin D.B. 3 'S' and Mark I Saloon for delivery.
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103 New Bond St., London, W.1. Mayfair 8351. (C1029
CHIPSTEAD MOTORS, Ltd. offer:
D.B.III 1953, most successful car, ex-Don Beaumont, Works maintained, 3 Weber carburettors, Alfa red, fitted with grey carpets and tonneau, fantastic performance, £1,485.
CHIPSTEAD MOTORS, Ltd., 197 Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. (C1046
1952 (Sept.) Aston Martin DB2 sports saloon, green, one private owner only, in immaculate condition throughout, £1,225.—W. P. Maidens, Sleaford, Lincs. Tel. 135. 9132
1955 Aston Martin DB2/4 3 litre 12,000 miles only, works maintained, never raced. Alfin drums, twin exhaust. £250 extras fitted. Must sell. £2050 for quick sale. Seen London or Birmingham.—Tel. Allerton, Beckenham 6047. 2990
1954/5 D.B. 2-4 3 litre, low mileage, Michelin X, Alfin drums, immaculate, £1985.—Tolworth Motors Ltd., Kingston By-pass, Tolworth. Elmbridge 2254. (C4081
1955 August Aston Martin D.B. 2-4 Saloon. Chauffeur kept. As new. 6000 miles. Write Box 788, Keith and Co., Advertising Agents, 137 Princes Street, Edinburgh. 2980
1953 D.B.2 Vantage engine, 2 owners, low mileage, full works history, radio and heater, silver grey/red, a magnificent specimen, h.p. exchanges £1,395.
1952 D.B.2 Vantage engine, only 8,000 miles, radio, B.R.G. Mitchellin X, excellent condition, £1,275.—142 Holland Avenue, Park 2626. (C2085

AUSTIN A.30

PHILIP RICKARDS Ltd., offer :—
1955 (Oct.) Austin A.30 2-door saloon. Black/beige. Heater. 1,200 miles. Part exchange, deferred terms.—4 Brick St., Park Lane, London, W.1. Tele: GROsvenor 4772/3. (C3051
1956 Austin A.30 2-door saloon, Conway blue, as new, £475.—Brew Brothers Ltd., 133 Old Brompton Rd., S.W.7. Fremantle 3333. (C1083
1955 Austin A.30 2-door saloon, grey red interior, fitted heater, bumper overriders, ashtrays, opening quarter light windows, as new, £465.
1954 Austin A.30 saloon, 2-door, black, fitted heater, one owner, maintained and serviced by us since new £395.—R. S. Currie and Co. Ltd., 105 Westbourne Grove, W.2. Bayswater 0085. (C1095
PRIDE & CLARKE Ltd. 1955 Austin A30 4-door saloonsaloon, 7,000 miles, heater, £459. 1954 4-door low mileage, £419. 1953, heater, £389.—Stockwell Road, S.W.9. BRIxton 6251. (C3068/1

AUSTIN A.30

H. A. SAUNDERS Ltd., offer :—
1955 Austin A.30 2-door saloon, green, beige upholstery, recorded mileage 7,009. £465.
1955 Austin A.30 2-door saloon, black, red upholstery, heater, recorded mileage 4,570. £485.
H. A. Saunders Ltd., 836-842 High Road, North Finchley, N.12. Hillside 5272 (8 lines). (C4092
Why secondhand? New 'A.30s' available, all models. Sharwood Motors, 32 Uxbridge Road, W.5. EALing 1475. 2594
395 gns. Austin A30 1954 4-door saloon. One owner, excellent condition. Choice of 4 A30's. Terms, Exchanges, List. Open 9—7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018
AUSTIN A30. Best prices in the country offered for clean A30 cars. — Gosforth Motor Co. Ltd., High Street, Gosforth, Newcastle upon Tyne, 3. Write or telephone Gosforth 54011—ask for Mr. Collicott. 2734
1954 (Oct.) Austin A30 2-door saloon, blue, immaculate, 12,000 miles, £415.—Campbell Symonds, Perivale 4456. (C1037

AUSTIN EIGHT

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:
1946 Austin 8, £295.—355 High Road, Wembley, Middx. Tele.: WEMbley 4422. (C4015
245 GNS. Austin 8 1946 saloon, sliding head, leather, excellent condition. Terms, Exchanges, List. Open 9—7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041 (C4018
HERE is the cheapest 8 h.p. 4-door sun roof saloon obtainable £210, space urgently required.—H. A. Saunders, 144 Golders Green Rd., N.W.11. Speedwell 0011. (C4004

AUSTIN 10

1947 Austin 10 saloon, guaranteed £265, payments.—Oldfield, 386 Kensington High Street, W.14. WES 6631 (C3029
£189 1939 Austin 10 de luxe saloon, excellent condition, terms.—Autosnips, 5 High Road, Balham, tel. 1509. (C1009

AUSTIN A.40

W
W. HAROLD PERRY, Ldt., 1105-1111 High Rd., Whetstone, N.20. Tel.: Hillside 6621, offers:
1954 Austin A.40 Somerset saloon, beige, brown leather, neater, very sound condition, £595. Our Hire Purchase Terms are now 5 per cent. for 12 months.
W. HAROLD PERRY, Ltd., 1105-1111 High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042
L. F. DOVE offers:
1951 Austin A.40 Devon saloon, excellent condition, black, £395.—69 The Broadway, Wimbledon, S.W.19. Liberty 3456. (C1076
PHILIP RICKARDS, Ltd., offer:
1956 Austin A.40 Cambridge Saloon, black/red. 200 miles only. Part exchange deferred terms.—4 Brick St. Park Lane, London W.1. Tel.: GROSvenor 4772/3. (C3051
TANKARD & SMITH, Ltd., offer:
1953 Austin A.40 Somerset Saloon, grey with beige leather, sliding roof, heater, one owner, superb condition throughout. £495. Three months written guarantee.—194-198 Kings Road, Chelsea, S.W.3. Flaxman 4801. (C4025
SIMPSON'S MOTORS (Wembley), Ltd., English Car Sales Division offer:
1952 (late) Austin A.40 Somerset, heater, £425.—355 High Road, Wembley, Mddx. Tele.: WEMbley 4422. (C4015
1952 Austin A.40 Sports. Superb example of this popular model. One owner. £525.
THE ONSLOW MOTOR Co., Ltd., 28 Onslow Street, Guildford 67227. (C3099/1
1953 model Austin A.40. One owner. Very good condition throughout. £455.
THE ONSLOW MOTOR Co. Ltd., 28 Onslow Street, Guildford. Phone 67227/8. (C3099
1952 Austin A.40 Devon, green, heater, guaranteed, £410.—Campbell Symonds, Perivale Vale 4456. (C1037
1953 Austin Somerset coupe, black and red interior, with heater, good condition. £480.—Gibson, "Treetops," Baldwin's Hill, Loughton, Essex. 'Phone Loughton 729 (evenings only). (2844
WHY secondhand? New "A.40's" available, all models
SHARWOOD MOTORS, 32 Uxbridge Road, W.5. EALing 1475. (2593
1954 A.40 Coupe, only 13,000 miles, heater, etc., fully guaranteed 6 months, £595.—Campbell Symonds, Wembley 6262. (C1037/1
1954 Austin Somerset saloon, perfect condition throughout, 5,000 miles only. £545. Herbert and Mills, Ltd., Church Road, Ashford, Middx. Phones Ashford 2678 or 2960. (C2035
CAR MART LTD. Sole London Austin Distributors
1955 Austin A.40 Somerset Saloon, heater, £470.
1955 Austin A.50 Cambridge Basic Saloon, heater, £590
Car Mart Ltd., 163 Bromley Rd., Catford, S.E.6. Hither Green 6111. (C1039/1
CAR MART LTD. Sole London Austin Distributors
1955 Austin A.40 Countryman, heater, £575.
Car Mart Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. (C1039
1952/3 A.40 Somersets. All low mileage with heater and extras. From £454.
J. Davy Ltd., 180/4 Kensington High Street, WEStern 7181. (C1069
1953 A.40 Somerset saloon, exceptional, £475.
1954 A.40 Somerset saloon de-luxe, exceptional, £525. —Salmons Garages Ltd., Temple Bar 3338.

AUSTIN A.40

525 GNS. Austin A.40 1954 model Somerset convertible, leather, heater, one owner, excellent condition. Terms, Exchanges. Rowland Smith, below:
495 GNS. Austin A.40 October 1953 Somerset de luxe saloon, leather, heater, overriders, carefully used. Terms, Exchanges. Rowland Smith, below:
425 GNS. Austin A.40 1952 Somerset de luxe saloon, leather, heater, overriders, one owner, excellent condition. Terms, Exchanges. Rowland Smith, below:
365 GNS. Austin A.40 1949 Devon saloon, sliding head, leather, heater, one owner, excellent condition. Choice of 12 A.40's. Terms, Exchanges, List. Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018
1952 (September) Austin A.40 Utility(£325.—Montroe Motors (N. H. Boswell), 91-95 Epping New Rd., Buckhurst Hill, Essex. Tel 1171-2. (C3088
ARCHIE SIMONS & Co., Ltd., 1954 Austin Somerset Saloon, colour blue, leather upholstery, fitted heater, one owner, nominal mileage, immaculate, £545.
1951 model Austin A.40 Saloon de luxe, grey/blue leather, fitted heater and suproof, good condition, £395. 93 Gt. Portland St., W.1. LAN 1343. (C4013
1953 Austin A.40 saloon, black, red leather, heater, recon. engine, excellent condition throughout. Guaranteed. £525.—Kings Motors, 1 High Street, Hounslow 3532. (C2049
1954 (Jan.) Austin Somerset Drop-head Coupe, one private owner. Finished black, red leather, heater, loose-covers, extras, taxed, as new, £550, guaranteed. MOTOURISTS (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. (C3018
AUSTIN A.40 Van. Colour: blue. 1955 model. Low mileage. £425. Terms and Exchanges.—West London Motors, 205/209 Fulham Palace Road, W.6. Ful 0066
AUSTIN A.40 Somerset July 1954. Black. Leather with heater. £495. Terms and Exchanges.—West London Motors, 205/209 Fulham Palace Road, W.6. Ful 0066. (3092
1954 A.40 Somerset saloon, black, heater, low mileage, guaranteed. £475. Exchanges and terms.—Palmers 3 Russell Garden Mews, Kensington, W.14. PARk 9704 & 5968. (C3034
1951 (September) Austin A.40 saloon, green, brown upholstery, one owner, 24,000 miles, heater, well maintained, £395.—Brew Brothers, Ltd., 133 Old Brompton Road, S.W.7. Fremantle 3333. (C1083
£385!!! 1950 Austin A.40 de luxe saloon, only one owner, choice 2.
Lambs of Wood Green (Established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423 High Rd., Finchley. Finchley 6222. (C2052
1954 Somerset convertible, one owner, 15,400 miles, heater, really immaculate, £565. Terms, Exchanges. —Richards and Carr Ltd., 35 Kinnerton Street, S.W.1. Belgravia 3711 (C3045

AUSTIN A.50

B. J. HUNTER, Ltd.
1955 Austin A.50 Saloon, very low mileage, £650.—22-26 Cricklewood Broadway, N.W.2. Gla 6303/4. (C2040
H. A. SAUNDERS, Ltd., offer:
1955 Austin A.50 De luxe Saloon, Tweed; grey, red upholstery, heater, recorded mileage, 3,580. £685.
1955 Austin A.50 De luxe Saloon, streamline blue, blue upholstery, heater, recorded mileage 2,700. £685.
1955 Austin A.50 De luxe Saloon, black, red upholstery, heater, recorded mileage 18,290. £635.
1955 Austin A.50 De luxe Saloon, tweed grey; grey upholstery, heater, recorded mileage 8,113. £655.
H. A. SAUNDERS, Ltd., 836-842 High Road, North Finchley, N.12. Hillside 5272 (8 lines). (C4092
1955 November A.50 de luxe, light blue, heater, luggage rack, 7,000 miles £625.—Epsom 9473.
WHY SECONDHAND? New "A.50's" available, all models.
SHARWOOD MOTORS, 32 Uxbridge Road, W.5. EALing 1475. (2592
1954 (November) Austin A.50 Cambridge de luxe, grey, one owner. 2 fog lamps, seat covers, £600.—Campbell Symonds, Perivale Vale 4456. (C1037
JULY 1955 Austin Westminster de luxe, 3,750 miles as new. Managing Director's car. Can be seen Stratford-on-Avon.—Furniture, Fixtures & Fittings, Ltd., 6 Livery Street, Birmingham. (3013
1955 Austin A.50 de luxe saloon, Chelsea grey, radio, rim finishers, badge bar, as new, £650.—Brew Brothers, Ltd., 133 Old Brompton Rd., S.W.7. Fremantle 3333. (C1083
1955 November, Cambridge de luxe saloon, grey (red leather, negligible mileage, immaculate, unblemished condition, £650.—H. A. Saunders, 144 Golders Green Road, N.W.11. Speedwell 0011. (C4004
1955 (Feb.) A.50 Cambridge. One owner. 10,044 miles. Grey/red hide. Heater. Spare unused. A car in new condition at a considerable saving. £599.
J. Davy Ltd., 180/4 Kensington High Street, W.8. WEStern 7181. (C1069

AUSTIN 16

H. A. SAUNDERS, Ltd., offer:
1949 Austin 16 Saloon, black; brown upholstery, heater, £345.
H. A. SAUNDERS, Ltd., 836-842 High Road, North Finchley, N.12. Hillside 5272 (8 lines). (C4092.
SIMPSON'S MOTORS (Wembley), Ltd., English Car Sales Division offer:
1947 Austin 16, £285.—355 High Road, Wembley, Middx. Tele.: WEMbley 4422. (C4015

USED CARS FOR SALE

AUSTIN 16

A. & S. Austin 16 h.p. Hirecar, 1953, outstanding condition, one private owner only, mileage 21,000. £785. SEE ALSO UNDER LIMOUSINES COLUMN.
ALPE & SAUNDERS. (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. (C1006
1948 Austin 16 h.p. Saloon, green, brown hide. A really first class example of careful use and thorough maintenance. £325. Exchanges, deferred terms.
JOHN S. TRUSCOTT, Ltd., 173 Westbourne Grove, W.11. BAYswater 4274. (C4035
1947 Austin 16 saloon, heater, magnificent, guaranteed, £235. Payments.—Vaughan, 17 Astwood Mews, S.W.7. Frobisher 1319. (C4078
1946 Austin 16 Saloon, radio, heater, £275.—Montroe Motors (N .H. Boswell), 91-95 Epping New Road, Buckhurst Hill, Essex. Tel.: 1171-2. (C3088
JACK ALPE offers Limousines:
HIRECAR Limousine 1951, good chassis, excellent coachwork, exceptional value £495.
HIRECAR Limousine April 1952, low mileage, taxed privately, £745, another 1952 privately owned, heaters excellent £730.
JACK ALPE LIMOUSINES, 30 Oldbury Place, Marylebone High Street, W.1. Welbeck 1124. (C1103
1951 August Austin 16 h.p. Hire Car Limousine, 4-door black, occasionals (face forward), radio, one owner, excellent condition. £595.—Ladbroke 3131. 327 Shirland Road, London. (3021
Hearses, Hearses, Hearses. — We build bearer or decks on the 16 chassis. Brochures available. — Alpe and Saunders (Coachbuilders) Ltd., Station Approach, Kew Gardens, Richmond 1161. (C1102

AUSTIN A.70

SIMPSON'S MOTORS (Wembley) Ltd., English Car Sales Division offer:
1952 Austin A.70 one owner, heater, £385.—355 High Road, Wembley, Middx. Tels.: WEMbley 4422. (C4015
1952 Austin A.70 Hereford saloon, radio and heater, one owner, 18,000 miles only, a very beautiful car, 3 months guarantee, £465.—C. & W. Motors, Ltd., Queens Head Garage, East End Road, N.3. Finchley 6236 (3 lines). (C1061
545 GNS. Austin A.70 1954 Hereford saloon, leather, heater, loose covers, one owner, small mileage. Terms, Exchanges, List. Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018
1952 A.70 Hereford. Duo-green, 28,000 miles, one owner. £420.—Vandervells, 215 Haverstock Hill, N.W.3. PRImrose 4441. (C4067
£545!!! 1952 A.70 coupe, superbly finished in maroon, with new maroon vynide hood, a very rare one owner specimen.—G. S. Hall, Ltd., 302/6 Kings Street, Hammersmith, W.6. RIVerside 2881. (C2100
1953 Austin A.70 Sun Saloon, 1 owner. Excellent order £495.—Gordon Cars London, Ltd., Highfield, Golders Green Road, N.W.11. Spe 9761. (C2023
1954 Austin A.70 Saloon, blue, blue leather interior, fitted heater and radio, sunroof, one owner, low mileage £520.—R. S. Currie & Co., Ltd., 105 Westbourne Grove, W.2. Bayswater 0085. (C1095
1953 Austin A.70 saloon, magnificent, guaranteed, £440, Payments.—Vaughan, 17 Astwood Mews, S.W.7 Frobisher 1319. (C4078
1952 Austin A.70 saloon, grey, heater, fine all round condition, £395.—Hatton Cross Garage, Great South West Road, Feltham, Middx. Tel. 2176. (C2092
£495!! 1954 Austin A.70 saloon, green/brown leather, radio, heater, seat covers, genuine one owner and only 19,000 miles, magnificent throughout.—Broadway Motors, Hanworth Road, Hounslow. HOU 9309/0175. (C1113
Hearses, Hearses, Hearses. We can supply deck hearses on the A70 chassis. Brochures available.
Alpe and Saunders (Coachbuilders) Ltd., Station Approach, Kew Gardens, Richmond 1161. (C1102
A.Z. Motors offer: 1953 Hereford, beautifully clean, fitted heater. £450. Also 1951 coachbuilt wooden Countryman, £350.—Palmerston Rd., N.W.6. MAI 4723. (C1011
1953 Austin A.70 Saloon, black/brown, heater, 1 owner, 29,000 miles, £475.—Salmons Garage Ltd., Temple Bar 3338. (C4029
£525!!! 1952/3 Austin A.70 convertible, large 6 seater, rare model, specimen condition.
Lambs of Wood Green (Established 1897). 100 guaranteed cars. Exchanges, hire purchase.—421/423 High Rd., Finchley. Finchley 6222. (C2052
CAR MART LTD. Sole London Austin Distributors.
1954 Austin A.70 Hereford Saloon, heater, £555.
Car Mart Ltd., 382 Streatham High Rd., Streatham, S.W.16. Streatham 0054. (C1039

AUSTIN A.90

RUSSELL MOTORS offer:—
1949 (Nov.) A.90 power operated convertible, red, £365. Russell Motors (Knightsbridge) Ltd., 47 Sloane St., S.W.1. Sloane 9288. (C3060
H. A. SAUNDERS Ltd., offer:—
1955 Austin A.90 Westminster Deluxe Saloon, black; red upholstery, heater, recorded mileage 8,965, £765.
1955 Austin A.90 Westminster Deluxe Saloon, blue; blue and beige upholstery, heater, recorded mileage 6,510. £765.
1955 Austin A.90 Deluxe Westminster Saloon, beige; beige and green upholstery, heater, etc., recorded mileage 2250. £785.
H. A. Saunders Ltd., 836-842 High Road, North Finchley, N.12. Hillside 5272 (8 lines). (C4092

AUSTIN A.90

CAR MART LTD., Sole London Austin Distributors.
1955 Austin A.90 de luxe Saloon, heater, £730.
Car Mart Ltd., 382 Streatham High Rd., Streatham, S.W.16. Streatham 0054. (C1039
1956 Austin A.90 Westminster de-luxe, heater, leather, 1,000 miles only, £835.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3095
A.Z. Motors offer 1953 Hereford, beautifully clean, fitted heater, £450. Also coachbuilt wooden Countryman, £350.—Palmerston Road, N.W.6. MAI 4723. (C1011
1955 A90 Westminster, 8,000 miles, £695.—New Cross Car Mart, Tideway 2908. (C3022
£455!!! 1951 Austin A.90 convertible, beautiful and spotless condition, not an old rusty one, possibly the finest you can see. Choice also 3 others.
LAMBS of Wood Green (Established 1897) 100 guaranteed cars. Exchanges, hire purchase. 421-423 High Rd., Finchley. Finchley 6222. (C2052

AUSTIN 18

AUSTIN 18's, 7-seater, super condition, low mileage; £350 and £325.—Smith's of Bournville, Birmingham 30. (2718
1936 Austin 18 7-seater saloon, face-forward seats. Very clean. Mechanically good throughout. £95.—Kings Motors, 1 High Street, Hounslow 3532. (2049

AUSTIN A125—A135

BIRKETT MOTORS offer:
1950/1 Sheerlines, choice of three, perfect cars from £410. Written guarantee. Terms, exchanges.
Birkett (Finchley) Ltd., 397-401 High Road, East Finchley, N.2. .C4065
H. A. SAUNDERS Ltd., offer:
1952 Austin Sheerline Saloon, grey, grey upholstery, radio, heater, £565
H. A. Saunders Ltd., 836-842 High Road, North Finchley, N.12. Hillside 5272 (8 lines). (C4092
LIMOUSINE, 1951/LWB, privately owned, seven passenger, many extras, black, excellent throughout, £985.
Jack Alpe Limousines, 30 Oldbury Place, Marylebone High Street, W.1. Welbeck 1124. (C1103
A. & S. 1953 Austin Sheerline Saloon, black, low mileage, faultless condition throughout. £715. SEE ALSO UNDER LIMOUSINES COLUMN.
Alpe and Saunders (Limousines purchased), Providence Court, North Audley Street, Mayfair 2941. (C1006
£395!!! Austin Sheerline saloon 1950, serviced and maintained regularly by Austin agents, recent chassis overhaul, heater, radio and screenwashers. Two others available 1949 and 1951.
Camden Motors, Leighton Buzzard 2041. Write for Catalogue. Showrooms open until 8 p.m. (C1035
Sheerline Saloon, 1950, 11,000 miles only, finished in metallic grey, condition as new.—Chitty, Wortham, Suffolk. 3051
1953 Austin "Princess" saloon, black, one owner, low mileage. £950.—Waverley Garage, Wellington Salop. Tel. 671. 2634
CAR MART LTD., Sole London Austin Distributors.
1955/56 Austin A.135 Princess L.W.B. 7 seater Limousine, radio, heater, numerous extras, black with brown upholstery, £2650.
1952 Austin A.135 Princess S.W.B. Saloon, sliding head, radio, heater, black with brown upholstery, £895.
Car Mart Ltd., 320 Euston Rd., N.W.1. Euston 1212. (C1039
1953 Austin A125 saloon. Black. 1 owner. 24000 only. Excellent order, £775.—Gordon Cars, London, Ltd., Highfields, Golders Green Rd., N.W.11. Spe 9761. (C2023
1951/2 Austin Princess black saloon with brown upholstery, fitted heater and radio, low mileage, immaculate, £750.—Blackshaws Garages, Burton-on-Trent. Telephone 5099. 2577
1950 type Austin Sheerline de luxe saloon, radio, heater, etc., most exceptional condition, £445.—L.M.B. Motors, 142 Malmesbury Park Rd., Bournemouth. tel. Boscombe 33267. (C3090
1950 Austin Princess saloon, black, fitted radio and heater, excellent condition throughout, £640.—R. S. Currie and Co. Ltd., 105 Westbourne Grove, W.2. Bayswater 0085. (C1095
1952 Austin Sheerline Saloon, colour grey, grey leather upholstery with loose covers. Fitted heater and radio, £500.—B.I.C.C. Ltd., Buying Dept., Erith Works, Belvedere Kent. Erith 3030. 2997
1951 Model Sheerline, in black with fawn leather, fitted heater, radio, radiator, blind, etc. A one owner car in immaculate condition. £555. — K. J. Motors Ltd., Bromley. RAV 3456. 3065
G. and M. ALFREDS (1936) Ltd. 1949 Austin Princess saloon, 24,000 miles only, latest type carburation conversion, radio, heater, 1956 condition.—6—7 Warren St., W.1. Euston 3268. (C1005
Hearses, Hearses, Hearses.—We build bearer and decks on the Princess. Brochures available.
Alpe and Saunders (Coachbuilders) Ltd., Station Approach, Kew Gardens, Richmond 1161. (C1102
395 gns. Austin Sheerline 1950 de luxe saloon, sliding head, leather, radio, heater, paselights, Ace rimbellishers, hydraulic jacking, carefully used. Terms, Exchanges, List. Open 9—7 weekdays and Saturdays. —Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041 (C4018

AUSTIN-HEALEY

GUY SALMON AUTOMOBILES offer:
1955 Austin Healey 100, 3,000 miles only, £865. — Portsmouth Road, Thames Ditton. Emberbrook 3551/2/3. (C4001

AUSTIN-HEALEY

HERBERT ROBINSON Ltd., Cambridge.
Austin Healey.
1955 Austin Healey 100 Sports 2-seater, blue, one owner, 8,000 miles only, £835.—Herbert Robinson Ltd., Cambridge. Tel. 4461. (3097
795 gns. Austin Healey. 1955 super-sports 2-seater. Ivory, red leather, overriders, radio, heater, 5700 miles, spare unused. Terms, Exchanges, List. Open 9—7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018
J. H. BARTLETT. Austin Healey 1955, 200 miles, £895. Austin Healey 1955, specially tuned, special coachwork, £775. Austin Healey Oct. '54, 14,000 miles, many extras, £725. Austin Healey 1953, Alfin drums, etc. £625.—27 Pembridge Villas, W.11. Bayswater 0523. (C1013
1955 Austin Healey Special, 4,000 miles, fitted new 2½ litre Lea Francis competition type engine and gearbox, Alfins, Michelin X, competition shockers and all special equipment. Fibreglass hardtop, colour blue, cost over £2,000. For sale at £1050.—A.F.N. Ltd., London Road, Isleworth. Hounslow 0011. (C2015
TAYLOR & CRAWLEY offer:—
1950 Sheerline, one owner, 21,000 miles, very good condition, £445.—Taylor and Crawley, 33 Grosvenor Crescent Mews, Hyde Park Corner, Sloane 5213. (C4036
1953 Austin Healey 11,200 miles, overdrive, heater, spare unused, immaculate and faultless condition £675. Terms. Exchanges.—Richards & Carr, Ltd., 35 Kinnerton Street, S.W.1. Belgravia 3711 (C3045

BENTLEY

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JACK BARCLAY Ltd.
Exclusively for Rolls-Royce and Bentley.
Largest official retailers in the world; please write for stock list.
Jack Barclay Ltd., Berkeley Sq., May 7444 (open until 7 p.m.). (C1082/R
RIPPON
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RIPPON BROS. LTD.
The Northern Bentley and Rolls-Royce specialists, always have a good selection of used Bentley and Rolls-Royce cars in stock.
Write, call or telephone.
Rippon Bros., Ltd., Huddersfield 7070 (10 lines).
Also at
Leeds, Bradford, Sheffield. (0906/R
H.P.G.
1935 (Dec.) Bentley 3½ litre Sports Saloon by Hooper. One owner, authentic 88,000 miles, history and overhaul, original throughout. £465. Terms, Exchanges, below:—
1930 Bentley 4½ litre. Mechanically overhauled and excellent, new tourer body, much history. £300 or fair offer. Terms, Exchanges.—Highams Park Garages Ltd., Beverley Road, Highams Park, E.4. Larkswood 7208. Sunday 2031. (C1086
KNIGHTSBRIDGE offer:—
1939 Bentley 4¼-litre, overdrive, Vandan Plas foursome drophead coupe, superb history and condition.
1947 Bentley 4¼-litre Mark VI H.J. Mulliner lightweigh razor edged sports saloon, late modifications, outstanding appearance.
1952 Bentley 4¼-litre Mark VI Park Ward, power operated foursome, drophead coupe, one titled owner, small mileage, beautiful condition.
1 Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. (C2036
H. R. OWEN Ltd.
From our large and comprehensive stock we have chosen the following cars as examples:—
1955 R. type standard saloon, with automatic gearbox, finished in black with red hide upholstery, 5914 miles. Immaculate condition throughout.
1954 R. type standard saloon with automatic gearbox, finished in grey with grey hide upholstery, 16,023 miles, first regd. May, the condition of this car is as new.
1951 sports saloon by H. J. Mulliner, finished in black with blue hide upholstery, 54,820 miles, extensively overhauled throughout at cost of £1,000 and fitted with many extras, first regd. March, immaculate car. We are interested in the purchase of Bentley cars and invite communications from owners who have such vehicles for disposal.
H. R. Owen Ltd., 17 Berkeley St., London, W.1. Mayfair 9069. (C3032
H. C. PAUL LTD.
1952 (Sept.) Bentley, R. type, standard steel saloon, black, 24000 miles, £2750.
1952 Bentley, standard steel saloon, big bore, midnight blue, 45000 miles, full history, £2250.
1951 Bentley Mulliner, light weight, 4-door saloon, grey/grey, 27000 miles, full history, £2950.—32 Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. (C3040
RUSSELL MOTORS offer:—
1939 overdrive Bentley drophead coupe by H. J. Mulliner, fully disappearing hood, radio, heater, etc.
1939 overdrive Bentley, semi-razor-edged saloon by Thrupp and Maberly.
1939 overdrive Bentley Park Ward 4-door saloon.
1937 4½ Bentley semi-razor-edged saloon by Thrupp and Maberly, radio, heater, etc.

Russell Motors (Knightsbridge) Ltd., 47 Sloane St., S.W.1. Sloane 9288. (C3060

USED CARS FOR SALE

BENTLEY

P.B. LTD. offer :—
1938 4½ L.E. series fourseme drophead coupe by Thrupp and Maberly. An unusually attractive car, very fully equipped.
Paddon Bros. Ltd., 60 Cheval Place, South Kensington, S.W.7. KEN 9477/8. (C3033

TAYLOR & CRAWLEY offer :—
1938 Bentley Park Ward saloon, recent and considerable bills, coachwork in beautiful condition, £685.—Taylor and Crawley, 33 Grosvenor Crescent Mews, Hyde Park Corner, Sloane 5213. (C4036

MANN EGERTON & CO. LTD.
1954 Bentley 'R' type automatic gear; Tudor grey. 16,000 miles.
1953 Bentley 'R' type automatic gear. Silver grey and black. 10,000 miles.
1953 Bentley 'R' type synchro-mesh gear; Tudor grey. 20,000 miles.
Mann Egerton and Co. Ltd., 14 Berkeley Street, W.1. Hyde Park 2073. (C2006

BRADSTOCK MOTORS LTD. offer:
1935 Bentley 3½ litre saloon by Park Ward, two owners from new, finished in dark green and black. This car is in a wonderful condition and must be seen to be appreciated. £425. Chase Road, Epsom. Tel: Epsom 5696. (C1090

MASCOT MOTORS LTD. offer:
Rolls Bentley saloons—choice of three. From £595, 237-243 Kensal Road, Ladbroke Grove, W.10. LADbroke 1231/2. (C3007

CHARLES FOLLETT LTD. Officially appointed Rolls Royce and Bentley retailers and repairers offer :—
1952 Bentley Mk. VI Sal with bench front seat incorporating a disappearing division, dark green, grey leather. Ideal dual purpose car either chauffeur or owner driver. £2595.
1951 (Dec.) Bentley big bore sal. black, blue leather, 1 owner, 41,000 miles. Exceptional condition and excellent history. £2450.
Showrooms: 18 Berkeley Street, W.1. Mayfair 6266. Service: Works and Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. (C2010

JACK OLDING & CO. (Motors) Ltd., official Bentley/Rolls Royce retailers, offer :—
1954 Bentley 4½ litre standard saloon, black, brown hide, automatic, one owner, £3550.
1954 Bentley 4½ litre standard saloon, duo grey, grey hide, automatic, one owner, another Tudor grey, £3750.
1953 Bentley 4½ litre standard saloon, special grey, red hide, another black, £3150.
1952 Bentley 4½ litre, H. J. Mulliner, light weight saloon, black, tan hide, one owner, £3250.
1951 Bentley 4½ litre standard saloon, shell grey, red hide, £2150.
Audley House, North Audley St., W.1. Mayfair 5242. (Open to 7 p.m.). (C3030

WEYBRIDGE AUTOMOBILES LTD., Official Retailers of Rolls Royce and Bentley Cars.
1953 Bentley standard saloon, black, one careful owner, maintained by us since new. £2950.
1938 4½ Bentley Park Ward Saloon, blue, mechanically sound and open to inspection. £635.
Weybridge Automobiles Ltd., Weybridge, Surrey. Tel. Weybridge 233. 3047

£475!! 3½ litre Rolls Bentley, James Young coupe, ivory with new red hood, recent £100 engine overhaul, a very beautiful specimen throughout fitted with numerous extras. Broadway Motors, Hanworth Road, Hounslow. Hou 9309/0175. (C1113

£1,500. 1948 (Late) Bentley 4½-litre Mk. VI Standard Steel Saloon, coach-finished black with grey leather uholstery; fitted H.M.V. radio, heater and many extras. Complete Bentley overhaul with full history, in brand-new condition throughout and fully guaranteed.
Motourists (London) Ltd., Great North Road, East Finchley Station, N.2. Tudor 2301-2. (C3018

1949 July. Rolls Bentley Freestone & Webb Sports Four Door Saloon, colour maroon with beige hide interior, Radio, Heater, full modified in 1952 at cost of £450. In immaculate condition. £1,850. Banktop Motor House Ltd., Railway Street, Burnley. 2975

1936 G. A. Series Rolls Bentley 4½ litre by Arnolds of Manchester, a modern looking swept tail Sports Saloon in first class condition throughout. Recent complete engine overhaul, late series high rear axle ratio fitted. £550. Delta Garages, Ltd., Leighton Buzzard 3155. 2999

1937 model Bentley 4½ litre Park Ward saloon heater, radio, L. F. Dove Ltd., 115 Addiscombe Road, Croydon. Addiscombe 3066. (C1076

HOLLAND PARK Automobiles offer Bentley big bore S.S. owned and maintained by Rolls Royce until December '53, one careful owner since, full works history, many 54 mods including sleeping dynamo and mtaric slide out radio, heated rear window etc., h.p. exchanges, £2,350.
1947 Bentley Mark VI S.S. engine 3,000 miles, radio, grey, excellent condition, h.p. exchanges £1,195—142 Holland Park Avenue. Park 2626. (C2085

BENTLEY Mk. VI 1951 full razor edge saloon by H. J. Mulliner. Absolutely wonderful condition throughout £2,750.
1950 Bentley Mk. VI splendid condition £1,675.
1939 Bentley 4½ ovedrive superb condition £895 also 1939 Bentley 4½ overdrive d.h. coupe also 1936 Bentley 4½ saloon £585. Guarantees, terms, exchanges. Swanmore Garage Ltd., 1176-1180 Christchurch Road, Boscombe, nr. Bournemouth ((Telephones 43344 and 43345 Southbourne).

BENTLEY

£565!!! 1937 Bentley 4½ Park Ward sports saloon, immaculate, specimen condition, recently overhauled.
Lambs of Wood Green (Established 1897) 100 guaranteed cars, exchanges, hire purchase 421-423 High-Road, Finchley. Finchley 6222. (C2052

1952 Bentley Mark VI Grey saloon, moderate mileage. £2,375. Blackshaws Garages, Burton-on-Trent. Telephone 5099. (2576

BENTLEY. £200, 3½-litre Vanden Plas drophead, 1934, £100, deposit. Searle Ltd., 25 Church Street, Hampton. Molesey 2142/3. (C4069

1952 Bentley 4½-litre standard saloon, large bore, 6,000 miles only, one owner, two-colour grey, immaculate condition; £2,950; smaller car exchange.—59, Forty Lane, Wembley Park. Arnold 5477. (1714

EDWARDS & Co. (Bournemouth) Ltd., Bournemouth (Tel 1272), officially appointed Bentley retailers and repairers, reliable used cars in stock. (8436

1947 Mk VI James Young 2-door razor-edge saloon, recorded mileage 35,000, in excellent condition £1,350 —Woking Motors (Maybury Hill) Ltd., Woking 4277-8. C4057

1935 Bentley 3½-litre, French Razor-edge body, beautiful condition, radio, heater, £575. A Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3095

1954 Bentley R type standard steel saloon (big boot) with automatic gearbox, Tudor grey, pale blue upholstery, dark blue carpets, one owner; 18,500 miles only; immaculate throughout; serviced only by Bentley Motors, Crewe; £3,950.
Apply Hollingdrake Automobile Co., Ltd. Town Hall Square, Stockport, Cheshire. Tel. Stockport 4464. (1744

1955 (February) Bentley R type automatic, Tudor grey/red, 14,000 miles, truly immaculate, £3,950. The Mill Garages (Sunderland) Ltd., Newcastle Road Garage, Sunderland. Tel. 58225/6. 2942

1937 4¼ litre Bentley by Freestone & Webb, razor edge saloon, well maintained—£650. Joe Thompson (Motors) Ltd., 91-95 Fulham Road, South Kensington, S.W.3. Kensington 4858. (C4028

365 gns. Bentley 1936 3½-litre sports saloon, Cotswold beige, sliding head, red leather, exceptional. Terms, Exchanges, List. Open 9—7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018

1953 Series Bentley 4½ litre R. type saloon, grey/black paintwork, grey weather 33,000 miles, as brand new, six months guarantee. £2,925.—Silverthorne Motors, Ltd., 11 Fitzroy Square, W.1. Euston 7811. (C4011

1953 Bentley saloon, 'R' type black, grey trim, all extras, 29,000 miles, superb condition: £3,350.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. (C3037

1953 (June) R-type big boot 4½-litre Bentley saloon, dark blue/blue interior, small mileage, little used, many extras, immaculate.—Dale, 72, Union Street, Camborne, Cornwall. Tel. 3317. (2218

JACQUIER Ltd., offer 1947 Bentley. Mk. VI Standard Steel saloon. Black. £1,350.
1937. 3½ Barker drop head coupe. Very attractive car £545. Several others in stock.
Jacquier Ltd., 2257 Hammersmith Road, London, W.6. Tel. Riverside 6677/8. (C2043

1954 Model Bentley standard steel sports saloon 10,000 miles only. Auto gear, as new, many extras. Bentley record, £3,500. Mountview 5306. (C4074

BORGWARD

1956 Isabella, works mileage, £995. Tolworth Motors Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. (C4081

1955 Borgward saloon, with radio, seat covers, 6,000 miles, £885.—Taylor & Crawley, 33, Grosvenor Crescent Mews, Hyde Park Corner. Sloane 5213. (C4036

All enquiries for new or second hand Borward Isabella 1500, T.S.75, Station Wagon, Pullman and Microbus for sale or wanted should be addressed to Swanmore Garage, Ltd., 1176—1180 Christchurch Road, Boscombe E., Bournemouth. (Telephones 43344 and 43345 Southbourne). C4024

BRISTOL

A
Anthony Crook. Leading distributors since the car's origin.
1956 New type 405. 4-door. 115 m.p.h. 25 m.p.g. List price.
1955 405 Red, radio, 13,000 miles, specially tuned. £2,900.
1954 Bristol type 404, surf blue, 7,000 miles, exceptional. £1,800.
1953 403 2-door, 105 m.p.h. 25 m.p.g. genuine 22,000 miles. £1,800.
1948 400. Close coupled, 2-door, engine just stripped and reconditioned. Recommended. £750.
1947 400. Radio, black. £700.
When buying a specialised car it is best to consult a specialists with recognised repair and spares facilities and a jealously guarded reputation. H.P. and part exchanges. Anthony Crook Motors Ltd., High Street, Esher, Surrey. Tel: 4580. (C1063
Tolworth Motors Ltd.
1954 (June) "404", low mileage, radio, Michelin X, heater, one owner, most immaculate, £2,195.
1954 "403" low mileage, heater, Michelin X, one owner, superb condition, £1,795. Kingston By-Pass, Tolworth, Elmbridge 2254. (C4081

GUY SALMON AUTOMOBILES offer:—
1953 Bristol 401 saloon, radio, carefully maintained for 39,00 miles, £1,350. Portsmouth Road, Thames Ditton, Emberbrook 5551/2/3. (C4001

BRISTOL

ROSE & YOUNG LTD. offer:
1954 Bristol 404 Sports Coupe, fitted radio, heater, spot lamps, etc., one owner, an immaculate example of this scarce model, leather, grey.
65-69 Sternhold Avenue, Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464, 8182. (C3057

1949 400, black, radio and heater, excellent car, £795. L. F. Ward Ltd., Grange Road Garage, Thornton Heath. Tel. Tho 3646. (C4043

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80 Piccadilly, W.1. Grosvenor 4141. (0618/R

CHARLES CRUICKSHANK MOTORS. The Centre, Bristol, 1 West Country distributors of the Bristol range invite your enquiry; demonstrations promptly arranged; confidential out-of-income facilities and part exchanges; constantly changing range of used models available for your selection.—Tel Bristol 25280. (0474/R

BUGATTI

GENUINE vintage Bugatti saloon, 33 h.p. in exceptional condition: recently rebuilt; £280. J. Lemon Burton, Edgware Road, N.W.2. Gladstone 7677. (0870/R

THE very famous type 46 supercharged Bugatti short coupled saloon. Sliding head. Large rear trunk. Polished aluminium wheels. Marchal headlights and centre spotlight. Polished wood steering wheel. Full tool kit. Very comprehensive dash with a host of extras. Everything in full working order. 2 colour Bugatti blue. Complete mechanical overhaul utterly regardless of cost. Lavishly equipped throughout. Twin Sports coils. Two spares and all new tyres. A most tractable town car. 10 m.p.h. in top gear with a maximum of 115 m.p.h. This car offers unrepeatable value at £495.
Metcalfe & Mundy Ltd., 280 Old Brompton Road, S.W.5. Fremantle 5471. C3064

BUICK

Buick Saloon Reg. Feb. 1954, 30,00 miles. All extras. 31 H.P. Dynaflow. Blue. £595.
Metcalfe & Mundy Ltd., 280 Old Brompton Road, S.W.5. Fremantle 5471. (C3064

£605!!! 1949/50 series Buick, 30 h.p. de luxe saloon, right hand drive, speciment condition, bargain price.
Lambs of Wood Green (Established 1897). 100 guaranteed cars, exchanges; hire purchase. 421-423 High Road, Finchley. Finchley 6222. (C2052

1955 Buick 4-door saloon, radio, heater, whitewall tyres, very low mileage—£2,200. Joe Thompson (Motors) Ltd., 91-95 Fulham Road, South Kensington, S.W.3. Kensington 4858. (C4028

1954 Buick Special Dynaflow, radio, heater, 16,000 miles, absolutely immaculate, £1,695.—Taylor & Crawley, 33 Grosvenor Crescent Mews, Hyde Park Corner. Sloane 5213. (C4036

BUICK Roadmaster '70' deluxe saloon. Pewter grey and Ivory. Late property U.S. consul. English registration, March 1953.Asbrand new, unmarked condition. The grey Bedford cord upholstery is without blemish. Fully automatic gearbox, fitted radio, heater, defrosters, whitewall tyres, set Nylon plaid loose covers, etc., etc., £725, would consider 1949/51 Bentley Mark VI. s/s saloon in exchange, with cash adjustment. Please phone, Birmingham, Highbury 3306 10—6 p.m. 2663

CADILLAC

1953 Cadillac 4-door saloon, radio, 12,500 hydramatic drive, blue. £2,250.
1951 Cadillac 4-door saloon, radio, heater, 30,000 miles, r.h.d. £2,150.
JOE THOMPSON (Motors), Ltd., 91-95 Fulham Road, South Kensington, S.W.3. KENsington 4858. (C4028

SUPERB 62 Cadillac 4-door saloon, black, hydromatic, all extras, mechanically faultless, trials gladly given, inspection invited; £1,285; exchanges.—B. Ringle, 46 Warren St., W.1. Euston 3375. (1085

CHEVROLET

B. J. HUNTER LTD.
1954 Chevrolet de luxe coupe, fitted all extras, most attractive, £1,075. — 22-26 Cricklewood Broadway, N.W.2. Gla 6303/4. (C2040

1946/7 Chevrolet Fleetline saloon, r.h.d., black, exceptional condition. £415.—Vandervells, 215 Haverstock Hill, N.W.3. PRImrose 4441. (C4067

1953 Chevrolet 4-door saloon. 10,000 miles only, heater, grey. £1,050.—Joe Thompson (Motors), Ltd., 91-95 Fulham Road, South Kensington, S.W.3. Kensington 4858. (C4028

CHRYSLER

1955 Chrysler Plymouth Belvedere saloon, r.h.d. automatic transmission, radio and heater, 3,000 miles only, absolutely as new, £1,950.
1945 Chrysler Windsor de luxe saloon, r.h.d. radio and heater, finished in black with brown leather interior, £495.—Autocales (London), Ltd., Belsize Road, N.W.6. Maida Vale 5555/2155. (3080

£195!!! CHRYSLER Wimbledon 24 h.p. six-seater touring saloon 1939, equipped with special overdrive gear giving maximum petrol economy, first rate mechanical condition and of smart appearance, real leather upholstery, steering-column gears, the whole car in really good condition all-round.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for Catalogue. Showrooms open until 8 p.m. (C1035

CITROEN

£300, 1950 Light 15 saloon, £150 deposit.—Searle, Ltd., 25 Church Street, Hampton. Molesey 2142/3. (C4069

1948 model Citroen Light 15 saloon, radio, heater, etc., magnificent, guaranteed, £270. Payments.—Vaughan, 17 Astwood Mews, S.W.7. Frobisher 1319. (C4078

1950 (September) Light 15 de luxe, low mileage, one owner, immaculate, new tyres, taxed year, £385.—Tolworth Motors Ltd. Kingston By-Pass, Tolworth. Elmbridge 2254. (C4081

USED CARS FOR SALE

CITROEN

G.E.
1952 Citroen big six de luxe saloon, black, beige leather, radio, heater, etc. Recently overhauled, now undergoing service by ourselves. Written guarantee 398 guineas. Hire purchase, part exchanges.
GEOFFREY Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. (C2000
JOHN S. TRUSCOTT, Ltd. for Citroen.
ONLY the best examples are offered. Details of latest stock on request.—173 Westbourne Grove, W.11. BAYswater 4274. (C4035
C. G. NORMAN & Co., Citroen sole distributors for the County of London; service, spares, and replacement units; fully guaranteed used models at competitive prices always in stock.—50 Vauxhall Bridge Road, S.W.1. Vic 2211. (0756/R
1952 Citroen light fifteen, black, heater. Good condition £400 o.n.o. No dealers. Ring Wembley 7781. (2981
L.H.D. Continental 15 saloon, 23,000 miles; £295, exchange for 2CV, cash adjustment.—1 Leith Mansions, London, W.9. Cunningham 2883. (2220
1955 (October) Citroen Big Six 22 h.p. hydromeuatic suspension, 500 miles only, cost over £1,500, great bargain at £1,095. Sidney Marcus Ltd., 33 Sloane Street, S.W.1. Tel: Belgravia 3721. (C3006

DAIMLER

NEWMANS LTD.
1954 Daimler Conquest Century saloon, radio, low mileage, £1085.
NEWMAN HOUSE, 235-245 Hammersmith Road, London, W.6. Riverside 4646 (9 lines). (C3024
Birkett Motors offer:
1952 Daimler Consort grey/blue, a fine car fastidiously cared for. £595. Written guarantee. Terms, exchanges.
BIRKETT (FINCHLEY) Ltd. 397/401 High Road, E. Finchley, N.2. Finchley 0052-3-4.
DENHAMS for Daimler.
Always a selection of good used cars available, see our advertisement under "Daimler New Cars".
Denham's Garage (Esher) Ltd. Tel. 2021, Esher, Surrey.
STRATSTONE, LTD. Daimler Distributors.
A WIDE selection of Daimler cars always available for immediate delivery.
STRATSTONE, Ltd., 40 Berkeley Street, London, W.1 (MAYfair 4404). (C4022
MANN EGERTON & Co., Ltd.
1955 DAIMLER Regency Saloon; green with green leather upholstery. 3,000 miles.
MANN EGERTON & Co., Ltd., 14 Berkeley Street, W.1. Hyde Park 2073. (C2006
1950 Daimler Consort Saloon. Low mileage. Colour grey. In immaculate condition and fitted with heater and screen washer. £575.
1951 Daimler Consort Saloon. Low mileage. Colour green. Fitted with twin spots, radio, heater, link mats and tubeless tyres. £695.
COUNTY GARAGES (Manchester), Ltd., Sackville Street, Manchester. Telephone CENtral 8011. (3053
1951 Daimler Consort De luxe saloon. Immaculate one owner condition throughout. Only offered through bereavement. £550. Truly an unrepeatable bargain. Terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26838. Night: St. Annes 03280. (C2083
245 GNS. Daimler 1939 2½ litre de luxe saloon, sliding head; leather, pre-selector, IFS, excellent condition. Terms, Exchanges, List. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018
1938 Daimler New 15, sports saloon, maroon and black, exceptional condition throughout. £250. Terms.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. (3086

1952 Daimler. 2½ litre Barker. Drophead. Beige and Black. One owner. Very attractive car. Jacquire Ltd., 225/7 Hammersmith Road, London, W.6. Tel.: Riverside 6677/8. (C2043
DAIMLER Conquest 1954 superb condition £945. Wanted Daimler special coupes and saloons. Swanmore Garage, Ltd., 1176-1180 Christchurch Road, Boscombe E. Bournemouth (Telephones 43344 & 443345 Southbourne).

1951 Daimler 2½-litre saloon, black/red hide interior, radio, heater, taxed, over £1,000 under new price, beautiful condition throughout, appearance and performance a new car, £695, consider part exchange, 14 Bullsington Avenue, Worthing 1839. C4027

DAIMLER.—Always a good selection available at Coventry & Jeffs, Ltd., Daimler Specialists. Bristol 20091. (0667/R
1947 (June) Daimler 2½ litre Saloon. Blue/blue. A most distinctive vehicle. £325. Part exchanges, deferred terms. Milhall Service, 55 South Edwardes Square (near Kensington High Street), London, W.8. WEStern 4351. (C3094
1954 Daimler Conquest Saloon, radio, heater, low mileage immaculate. £975.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3095
£495!!! 1949/50 Daimler 2½ litre de luxe saloon, only 2 owners, this car virtually looks as though its only done 5,000 miles.
Lambs of Wood Green (Established 1897). 100 guaranteed cars, exchanges, hire purchase—421-423 High-road, Finchley. Finchley 6222.
CASS'S MOTOR MART 1939 Daimler, 24 h.p. Windover owner-driver saloon, black. Unblemished. Genuine 22,000 miles. £495. Written guarantee.—5 Warren Street, W.1. EUSton 4110. (C1040

DELAHAYE

1949 Show model type 135 M Pennock drophead coupe, immaculate condition throughout, excellent mechanically, Cotal gearbox, £595. Terms, exchanges.—Richards and Carr Ltd., 35 Kinnerton Street, S.W.1. Belgravia 3711 (C3045
DELAHAYE 1953 3 litre four seater drophead. Actual show model, fantastic performance and roadholding. Cost approx. £3600, accept offer near £1575.—Swanmore Garage Ltd., 1176-1180 Christchurch Road, Boscombe, E. Bournemouth. (Tel. 43344 and 43345 Southbourne). (C4024

D.K.W.

D.K.W. Master saloon, in splendid condition, replacement engine and gear box just fitted and recently resprayed in powder blue, reupholstered in tartan Tygan, brakes just relined; a splendid car at a reasonable price.
D.K.W. saloon, nearing completion of complete rebuild, finished white roof and a magnificent blue finish, red interior and a complete overhaul; this will have a host of extras and a 9-month guarantee.
B. & M. GARAGES, Ltd., 42a St. Michaels St., Paddington. Pad. 6877. (0016/R
1955 D.K.W. 3-6 Sonderklasse green, 3,200 miles, £800. —Webber, 13 Sanderstead Court Ave., Sanderstead 5128. Surrey. (3001

DODGE

1947 Dodge 26 h.p. saloon, r.h.d., black with brown leather upholstery, in first-class condition; £475 or offer. —R. Estill 122 Clifton, York. Tel. 53230. (1780
1954 Dodge Kingsway, 4-door saloon r.h.d. dual green, radio, 5,000 miles. £1,475.—Joe Thompson (Motors), Ld., 91-95 Fulham Road, South Kensington, S.W.3. Kensington 4858. (4028

FIAT

G.E.
1947 '500' 2-door, 2-seater saloon, lavender grey, red wheels, grey cord interior. An excellent example with complete engineers' report. Written guarantee, 278 guineas. Hire purchase, part exchanges.—Geoffrey Edwards Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. (C2000
S. & S. MOTORS. 1937 500 Cabriolet. Excellent condition, good tyres, £125.
S. & S. MOTORS. 1939 500 Cabriolet, carefully maintained, £185.
S. & S. MOTORS. 1939 4-seater Cabriolet, reconditioned engine, in above average condition. Choice of three with three months guarantee, £225.
S. & S. MOTORS. 1939 1100cc 4-seater pillarless saloon. Choice of three from £150.
S. & S. MOTORS. 1939 1500cc drophead coupe, reconditioned engine, new hood, beautiful car, £250.
S. & S. Motors, 18 Leinster Terrace, W.2. Paddington 6174. (C4090
MAYFAIR GARAGE
Mayfair Garage Ltd. Fiat '600s,' immediate delivery from stock, below.
Mayfair Garage Ltd. Fiat 1955 '600' saloon, grey, as brand new, 3 months guarantee, £545, below.
Mayfair Garage Ltd. Fiat 1953 '500C,' o.h.v., Belvedere station wagon, bronze, extremely smart car, 3 months guarantee, £445, below.
Mayfair Garage Ltd. Fiat, as above only left hand drive, £385, below.
Mayfair Garage Ltd. Fiat 1939 '500' de luxe convertible coupe, black, exceptionally good condition, £180, below.
Mayfair Garage Ltd. Fiat 1938 '500' hard top coupe, red, smart car, £150, below.
Mayfair Garage Ltd. 20 Fiats in stock from £125. List and copy of "THE AUTOCAR" Road Test Report on request, below.
Mayfair Garage Ltd., Fiat West End showrooms, Balderton Street (opposite Selfridge's clock), W.1. Mayfair 3104/5. Open 9 till 6, Saturdays 9 till 1. (C3009
H. C. PAUL LTD.
1955 Fiat 600, grey, 4,500 miles, £485.—32 Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. (C3040

J. H. BARTLETT. Fiat 1956 (Feb.) 1100cc saloon, 290 miles, £750.—27 Pembridge Villas, W.11. (C1013
1955 Type 1900 A. 4-door saloon, 5-speed gearbox, fluid drive, radio, washers, 90 m.p.h. 28 m.p.g., genuine 11,000 miles, beautifully finished. Cost new £1,500. Bargain. £995.
All new Fiats in stock. Anthony Crook, Fiat Distributors, High St., Esher, Surrey. Tel. 4580. (C1063
495 gns. Fiat 600. 1955 saloon, heater, screen washers, one owner, 8,000 miles, spare unused. Terms, Exchanges, List. Open 9—7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018
FOR a good used Fiat, specialised tuning and spares try Walker & Ward Ltd., Fiat Distributors, Warwick Place, Cheltenham. Phone 3814/6.

RICHARDS and CAR LTD., are always best value.
1956 Fiat 1100 saloon, 408 miles, heater, screen sprays, as new, £795.
1954 (October) Fiat 1100 saloon, 7,000 miles, heater, tartan covers, one fastidious owner, comparable new condition, £695.
35 Kinnerton Street, S.W.1. Belgravia 3711. (C3045

1955 (Sept.) 600. One owner, 2,000 miles. Grey/vynide. Twin wing mirrors. Spare wheel unused. A saving of £100 on a new car, of precisely similar specification. £520.
J. Davy Ltd., 180/4 Kensington High Street, W.8. WEStern 7181. (C1060

FORD ANGLIA

W.
W. HAROLD PERRY, Ltd. 1105-1111 High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—
1954 Ford Anglia saloon, black with red upholstery, heater, windscreen washers, wing mirror. Very nice condition, £450. Our Hire Purchase Terms are now 5 per cent. for 12 months.
W. Harold Perry Ltd., 1105-1111 High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042
A.1 at BROWNS.
1954 (Nov.) Ford Anglia saloon, grey and red, heater, 15,000 miles only, £475.
W. J. Brown Ltd., Ford Distributors for 30 years, 339 Finchley Rd., N.W.3. Ham 2284. (C1025
PERRY'S OF HARROW
have an excellent of post-war 8 h.p. saloons available. Phone Harrow 4282 and 9140 for details.
W. Harold Perry Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). (0099/R
TANKARD & SMITH Ltd., offer:—
1955 Ford Anglia saloon, black with red upholstery, one owner, fitted heater, 1900 miles, £535. Three months written guarantee. — 194-198 Kings Road, Chelsea, S.W.3. Flaxman 4801. (C4025
WALTER SCOTT Ltd., offer 1955 Anglia, black, heater, screen washers, low mileage, as new, one owner, £495.—39 College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 4466. (C4006
1955 Nov. Anglia, blue, export model, 4,000 miles, excellent condition, delivery April, £550 or nearest offer, owner going abroad.—McHarg, 74 East King Street, Helensburgh, Dumbartonshire. (2690
PRIDE & CLARKE Ltd. 1955 Ford Anglia saloon, 5,000 miles. Heater. £489. 1954, 15,000 miles, heater. £459.—237 Brixton Hill, S.W.2. TUL 3664/5. (C3068
1955 Ford Anglia, heater, w.-washers, extras, £495.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3095
1952 (November) Ford Anglia, in excellent condition throughout; £300.—110, Battersea Rise, S.W.11. Battersea 0849. (C1086
1954 Ford Anglia, 3 from £480.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3088
1947 Ford Anglia saloon, 3 at £245. — Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3088/1
445 gns. Ford New Anglia. Late 1954 saloon, Dorchester grey, heater, excellent condition. Choice of 4 new Anglias. Terms, Exchanges. Rowland Smith, below:
265 gns. Ford Anglia 1949 saloon, good tyres, excellent condition. Terms, Exchanges, List. Open 9—7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018
1955 Anglia saloon, black, red leather, heater, low mileage, guaranteed, £485. Exchanges and Terms.—Palmers, 3 Russell Garden Mews, Kensington, W.14. PARk 9704 and 5968. (C3034

FORD POPULAR

W.
W. HAROLD PERRY Ltd., 1105-1111 High Road, Whetstone, N.20. Tel. Hillside 6621, offers:
1954 Ford Popular saloon, Bristol fawn, red upholstery, chrome bumpers, recessed trafficators and other extras. Very sound condition throughout. £325. Our Hire Purchase Terms are now 5 per cent. for 12 months!
W. Harold Perry Ltd., 1105-1111 High Road, Whetstone, N.20. Tel. Hillside 6621. (C3042
SIMPSON'S MOTORS (Wembley), Ltd., English Car Sales Division offer:—
1954 Ford Popular, £335.—355 High Road, Wembley, Middx. Tele: WEMbley 4422. (4015
1954 Popular, excellent condition, accessories, £315. Terms.—2 Hardley Crescent, Hornchurch, Essex. 3085
WHY secondhand? New 'Populars' available, all colours.
Sharwood Motors, 32 Uxbridge Road, W.5. EALing 1475. 2590
295 gns. Ford Popular 1954 saloon, fawn/red, trafficators, loose covers, one owner, spare unused. Choice of 6 Populars. Terms, Exchanges, List. Open 9—7 weekdays and Saturdays. — Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018
1954 Ford Popular. Black. 1 owner, 8,000 miles. Fitted trafficators, fog lamp, wing mirror, chrome bumpers, over-riders, newer than new, £345.—Gordon Cars, London, Ltd., Highfield, Golders Green Rd., N.W.11. Spe 9761. (C2023
PRIDE & CLARKE LTD. 1956 Ford Popular saloon, 200 miles, £399. 1955, 5,000 miles. £359. 1954, low mileage. Extras. £309.—237 Brixton Hill, S.W.2. TUL 3664/5. (C3068/1
FORD Popular. Selection of good used Populars from £315.—Wood and Lambert Ltd., Ford Main Dealers, 49 Stamford Hill, N.16. (STA 3434). (C4093
1954 Ford Popular Saloon. Company car—one owner, excellent condition throughout, £300. A bargain.—SILverthorn 3881. 2987
1954 model Ford Popular saloon, black. 7,000 miles, as new, £365.—Salmons Garages, Ltd., Temple Bar 5338.

FORD PREFECTS

1955 (September) Prefect 1,200 miles, leather upholstery, list £635 Accept £538. Private.—Victoria 5483. (3026
1955 July Prefect, black leather, heater, total mileage 3,300, condition as new; £545.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0896. (C1073

USED CARS FOR SALE

FORD PREFECTS

W
W. HAROLD PERRY, Ltd., 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621, offers:—
1955 Ford Prefect saloon, Dorchester grey, red leather, heater, twin wing mirrors and windscreen washer, 9,000 miles, immaculate condition; £595. Our hire purchase terms are now 5% for 12 months.
W. HAROLD PERRY, Ltd., 1105-1111, High Road, Whetstone, N.20. Hillside 6621. (3042

H.P.G.
1955 Prefect, one owner, authentic mileage, black, red leather, heater and faultless; £545. Terms, exchanges.—Highams Park Garages, Ltd., Beverley Road, Highams Park, E.4. Larkswood 7208. Sunday 2031. (C1086

NEWNHAMS, LTD.,
1954 Ford Prefect saloon, exceptional condition; £495.
NEWNHAM House, 235-245, Hammersmith Road. (C3024

A.1 at BROWNS.
1950 Ford Prefect saloon, black, red interior, heater and extras; £345.
W. J. BROWN, Limited, Ford Distributors for 30 years, 339 Finchley Road, N.W.3. HAM. 2284. (C1025

PERRY'S, OF HARROW.
HAVE an excellent selection of post-war 10 h.p. saloons available.
TEL. Harrow 4232/9140 for details.
W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. 'Bus Depot). (0099/R

WOOD & LAMBERT, Ltd. Main Dealers.
1955 Prefect saloon, black with red interior, heater, most attractive; £520.—49, Stamford Hill, N.16 (STA. 3434). (C4093
WALTER SCOTT, Ltd., offer: 1955 Prefect, black, heater, screen washers, low mileage, spotless, one owner; £535.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Primrose 4466 (C4006
495 gns. Ford New Prefect 1955 model saloon, Westminster blue, small mileage. Terms, exchanges.—Rowland Smith, below.
265 gns. Ford Prefect November, 1948 saloon, radio, screen washers, excellent condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018
JACK ROSE, Ltd., offer:—
1955 Prefect saloon with heater, most attractive, in light blue, £545; also 1954/55 new Anglia, in blue, almost unmarked at £445.—Stafford, Rd., Wallington, Surrey. Wbl. 0677. Burgh Heath 2376. (C3056
1953 Ford Prefect; £295.—Herbert and Mills, Ltd., Church Road, Ashford, Middx. 'Phones: Ashford 3078 or 2960. (C3035
1950 Ford Prefect, heater, immaculate; £325. — A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3095
1953 Prefect saloon, leather, one owner, low mileage, guaranteed; £335.
1955 Prefect saloon, black, red leather, heater, low mileage, guaranteed; £520. Exchanges and terms. Palmers, 3, Russell Garden Mews, Kensington, W.14. PARk 9704 and 5968. (C3034

FORD SQUIRE

1956 Ford Squire full de-luxe estate car, 1,400 miles, Ripco condition; £645.
RIPCO, Ltd., 16, Albemarle Street, Mayfair, London, W.1. Hyde Park 2952/3/4. (C3052

FORD CONSUL

W
W. HAROLD PERRY, Ltd. 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621, offers:—
1953 (Nov.) Ford Consul saloon, black with red leather upholstery, heater and twin wing mirrors, excellent condition; £565. Our hire purchase terms are now 5% for 12 months!
W. HAROLD PERRY, Ltd., 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621. (C3042

A.1 at BROWNS.
1954 Ford Consul, black with red leather, heater and many extras; £525.
W. J. BROWN, Limited, Ford Distributors for 30 years, 339, Finchley Rd., N.W.3. Ham. 2284. (C1025
H. A. SAUNDERS, Ltd., offer:—
1954 Ford Consul saloon, black; red upholstery, heater, recorded mileage 17,276; £525.
H. A. SAUNDERS, LTD., 836-842, High Road, North Finchley, N.12. Hillside 5272 (8 lines). (C4092
ALLAN TAYLOR (MOTORS), Ltd., offer:—
1953 Ford Consul, colour fawn, leather upholstery, heater, taxed December; £465.
HIGH St., Wansworth, S.W.18. Tel. Vandyke 7222 (10 lines). (5398
WOOD & LAMBERT, Ltd. Main Dealers.
1955 Consul saloon, black with red interior and heater, carefully maintained; £540.
49, Stamford Hill, N.16 (STA. 3434). (C4093
1954 Consul saloon, black, heater, low mileage, guaranteed; £475. Exchanges and terms.—Palmers, 3, Russell Garden Mews, Kensington, W.14. PARk 9704 and 5968.
1955 Ford Consul convertible, one owner, 7,430 miles, immaculate order; £695.—Gordon Cars (London), Ltd., Highfield, Golders Green Rd., N.W.11. Spe. 9761. (C3023

FORD CONSUL

FORD Consul saloon (Feb., 1955), black, red leather, 13,000 miles; £575.—Stratstone, 40, Berkeley Street, W.1. (MAYfair 4404). (C4022
565 gns. Ford Consul 1955 saloon, leather, wing mirrors, one owner, small mileage. Terms, exchanges.—Rowland Smith, below:—
495 gns. Ford Consul 1954 model saloon, heater, screen washers, wing mirrors, one owner, excellent condition. Terms, exchanges.—Rowland Smith, below:—
465 gns. Ford Consul 1953 model saloon, leather, heater, over-riders, one owner, excellent condition. Choice of 4 Consuls. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018
1955 Ford Consul convertible, duo blue, 9,000 miles; £685.—Naylor and Root, Ltd., Clapham Junction, S.W.11. Battersea 2252. (C3022
WALTER SCOTT, Ltd., offer: 1955 Consul, black, heater, low mileage, unmarked, one owner; £595.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 4466. (C4006
1955 (Feb.) Consul saloon, one owner, 5,568 miles, green/beige leather, headlamp, heater, sunviser, badge bar, over-riders, additional flashers, wing mirrors; £595.
J. DAVY, LTD., 180/4, Kensington High Street, W.8. WESTern 7181. (C1069
A.Z. MOTORS offer 1955 Consul convertible, most attractive one-owner car in almond, genuine 10,000 miles only. Gift £850!!!.—Palmerston Road, N.W.6. Tels. Mal. 4723. (C1011
1955 Consul, black, heater, leather, one owner, 11,000 miles, immaculate; £595.—Brent Cross Garage, Hendon Way, N.W.4. Speedwell 1196 (C1097
1953 Ford Consul, green, beige leather, fitted heater, in new condition throughout; £475.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195 and 12-14, Castle Parade, Ewell 2393 (C1054
WHY Secondhand? New saloons and convertibles, some at pre-Budget prices.
SHARWOOD MOTORS, 32, Uxbridge Road, W.5, EALing 1475. (2589
1956 Consul convertible, grey with red hood. Red leather interior, one owner from new. Fitted heater, spotlight, very low mileage, magnificent condition throughout; £645.—Lisles Garages, Ltd., 50-52, Broad St., Birmingham. Tel. Midland 5574 and 7352. (C3097

FORD ZEPHYR

W
W. HAROLD PERRY, Ltd., 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621, offers:—
1953 (Dec.) Ford Zephyr 6 saloon, black, red leather upholstery, heater and twin wing mirrors, very sound condition; £575. Our hire purchase terms are now 5% for 12 months.
W. HAROLD PERRY, Ltd., 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621. (C3042
B. J. HUNTER, Ltd.,
1954 Ford Zephyr convertible, choice of two; £725.—22-26, Cricklewood Broadway, N.W.2. Gla. 6303/4. (C3040
CAR MART, LTD.,
1953/54 Ford Zephyr saloon, radio, heater; £495.
CAR MART, Ltd., 297, Euston Rd., N.W.1. Euston 1212. (C1039
WARWICK WRIGHT, Ltd., offer:—
1955 Ford Zephyr saloon, fawn, red upholstery, heater, 3,000 miles; £695.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045
WOOD & LAMBERT, Ltd., Main Dealers.
1953 Zephyr saloon, blue with blue leather, heater, low mileage; £475.—49, Stamford Hill, N.16 (STA. 3434). (C4093
WHY Secondhand? New saloons and convertibles, some at pre-Budget prices.
SHARWOOD MOTORS, 32, Uxbridge Road, W.5 Ealing 1475. (2587
525 gns. Ford Zephyr 1954 sln., heater, loose covers, one careful owner. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018
8,000 miles, 1954 (Dec.) Zephyr, leather upholstery, radio and heater; £560. Terms and exchanges. Searle, Ltd., 25, Church Street, Hampton. Molesey 2142/3. (C4009
CASS'S MOTOR MART. 1955 Ford Zephyr saloon, black, red hide, heater, unblemished, genuine 3,300 miles. Written guarantee.—5, Warren Street, W.1. EUSton 4110. (C1040
1955 (November) Ford Zephyr, radio, heater, 2,000 miles, as brand new; £675.
SCOTT CARS, 341/7, Finchley Road, Hampstead 7779, 5676. (C4016
1953 Ford Zephyr saloon, one owner, black, fitted heater; £475.—Hale Motors, Ltd. Tot. 7771 (4 lines). (C2077
HENLEYS offer with four months' guarantee:
1955 Ford Zephyr convertible, overdrive, radio, heater, triple carburettors, six branch exhaust, electric hood mechanism, etc., grey with maroon interior and hood, one owner, faultlessly maintained; £865.
HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. (2968

FORD ZEPHYR

RICHARDS & CARR, Ltd., are always best value.
1953 Zephyr saloon, one owner, 17,000 miles, overdrive, full Raymond Mays conversion, radio, heater, 100% condition; £575.
1953 (September) Zephyr saloon, radio, heater, 26,800 miles, excellent throughout; £495.
35, Kinnerton Street, S.W.1. Belgravia 3711. (C3045
1953 Ford Zephyr saloon, radio and heater, £525.—'Engines Reconditioned, Ltd., 333, Pinner Rd., Harrow. Tel. 5366 and 1269. (C2070
1955 Ford Zephyr convertible, finished in ivory with cream interior, fitted with power operated green hood, 3,000 miles and completely unmarked: £795.—Bells Service Garages, 144, London Road, Kingston-on-Thames, Kingston 1155. (C1016

FORD ZODIAC

W
W. HAROLD PERRY, Ltd., 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621, offers:—
1954 Ford Zephyr Zodiac saloon, Dorchester grey and Bristol fawn, colour combination and usual Zodiac accessories, low mileage; £625. Our hire purchase terms are now 5% for 12 months.
W. HAROLD PERRY, Ltd., 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621. (C3012
WHY Secondhand? New Zodiacs available, some at pre-Budget prices.
SHARWOOD MOTORS, 32, Uxbridge Rd., W.5. Ealing 1475. (2586
1955 Ford Zodiac, fitted overdrive, sun visor, electrically operated rear window, demister, white wall tyres, 9,000 miles only. Immaculate condition; £895.—Browns (Garage), Ltd., High Road, Lough on. Tel. Loughton 6262. (C1034

FORD PILOTS

1950 Ford Pilot saloon, £285.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3088
£299 1951 Ford Pilot, blue, heater, radio, loose covers, immaculate.—Haverstock Garage, 50, Haverstock Hill, N.W.3. Gulliver 2422. (C3093
265 gns. Ford V.8 Pilot, September, 1949, saloon, leather, heater, good condition. Choice of 3 Pilots. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018

AMERICAN FORDS

H. A. SAUNDERS, Ltd., offer:—
1955 Ford Customline 4-door sedan, black, tan upholstery, Fordomatic transmission, radio, heater etc., recorded mileage 1,992. £1,845.
H. A. SAUNDERS, Ltd., 836-842, High Road, North Finchley, N.12. Hillside 5272 (8 lines). (C4092
ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Road, Brentford. Tel. Ealing 4506-9. (0749/R

FORD MISCELLANEOUS

1954 Ford Zodiac saloon, grey and green, one owner, supplied and maintained by us since new, £695.
1954 model Ford Zephyr, dark green, leather, heater, screenwash, one owner, loose covers fitted since new; £595. 3 months' guarantee. H.P. facilities and part exchange.
SHOWROOMS: 18, Berkeley Street, W.1. Mayfair 6295.
SERVICE: Works and Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. (C2010

HEALEY

BROOKLANDS: INDIVIDUALITY.
1954 Healey 2.4-litre Tickford saloon, heater.
BUY or sell with confidence. Exchanges.
103, New Bond Street, London, W.1. Mayfair 8351. (C1026
ROSE & YOUNG, LTD., offer:—
1949 Healey Sportsmobile drophead coupe, exceptional condition, finished in blue, £445.
65-69, Sternhold Avenue, Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. 8182. (C3057
J. H. BARTLETT. Healey 1951 Tickford saloon, exceptional condition; £595.—27, Pembridge Villas, W.11. (C1013
1955 Healey, 1,025 miles, one owner, red, Offers.
METCALFE & MUNDY, Ltd., 280, Old Brompton Road, S.W.5. Fremantle 5477 (C3064
495 gns. Healey 1951 Silverstone super sports 2-seater, red, close ratio gearbox, tonneau cover, excellent condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018
£666!!! 1951/2 Healey Tickford Abbott drophead foursome coupe, magnificent, small mileage specimen, speedometer records 23,000, whole vehicle looks and drives like new.
LAMBS, of Wood Green (Established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Road, Finchley. Finchley 6222. (C3052
WILLIAM WINDEBANK—Quality Cars—offer:—
1950 Healey 'Silverstone E', 26,000 miles only, red, immaculate, £495 o.n.o.—454/456, London Road, North Cheam, Surrey. Tel. FAIrlands 6283. (3112
1952 F type Tickford saloon, excellent example, £785. Terms, exchanges.—Richards and Carr, Ltd., 35, Kinnerton Street, S.W.1. Belgravia 3711. (C3045
£435. Healey Elliott saloon, 1948, 'B' type chassis, ivory and maroon finish, excellent condition throughout.—Walton-on-Thames 1790. Dockett Cottage, Tow Path, Shepperton-on-Thames. (3051

USED CARS FOR SALE

HILLMAN

G.E.
1952 series Hillman Mark V convertible 2-door 4/5 seater coupe, immaculate throughout, black, chromium, burgundy leather. Equipped numerous extras, excellent tyres, serviced throughout. Written guarantee, 448 gns. Hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. (C2000

CAR MART, LTD.
1955 Hillman Minx, o.h.v. saloon, £615.
1955 HILLMAN Minx Californian saloon, radio, heater, extras; £650.
CAR MART, Ltd., 287, Euston Rd., N.W.1. Euston 1212. (C1039

H. A. SAUNDERS, Ltd., offer:—
1955 Hillman Minx Californian model, cream and black, red upholstery, heater, recorded mileage 4,776. £685.
H. A. SAUNDERS, Ltd., 836-842, High Road, North Finchley, N.12. Hillside 5272 (8 lines). (C4092

WARWICK WRIGHT, Ltd., offer:—
1955 Hillman Mark VIII estate car, heater, grey, red upholstery, 12,000 miles; £755. Another in golden sand, low mileage.
1953/4 Hillman Minx saloons, all standard colours, low mileages, from £475
1954/5 Hillman Minx MK6 saloons, all standard colours, low mileages, from £575.
1955 Hillman Minx Mark VIII convertible, black/red upholstery, 6,000 miles, £715. Also in golden sand or blue, low mileages.
1955 Hillman Mark VIII Californian, black/red with red upholstery, 6,000 miles, £695. Also in green, low mileage.
1953 (Nov.) Hillman MK7 California, ivory and red, red upholstery, heater, 12,000 miles, £595.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1952 Hillman Minx, immaculate, £415; 1939 Hillman Minx, £150.—355, High Road, Wembley, Middx. Tels. WEMbley 4422. (C4015

1940 Minx saloon de-luxe, black, resprayed, sound mechanically, £180 o.n.o.—Canonbury 2094. (2478

£169. 1942 Hillman 10 saloon, terms.—Autosnips, 5, High Road, Balham. Tel, 1509. (C1009

HILLMAN Minx saloon (May, 1953), grey, red leather; £485.—Stratstone, 40, Berkeley Street, W.1. (MAYfair 4404). (C4022

1953 Minx coupe, golden sand, red leather, heater, screen spray, fog lamps. £460.—C. Hawksley, Broomfield, Compton Dando, nr. Bristol. (3076

1954 Hillman Californian, one owner, 10,000 miles, genuinely as new; £585.—Bruce France, 8a, Cromwell Mews, Sth. Kensington. Fla. 0513. (C2096

1947 Hillman drophead coupe, blue, excellent original condition, £265.—Hatton Cross Garage, Great South West Road, Feltham, Middx. Tel. 2176. (C2092

1954 Hillman Mark VII saloon, black, one owner, perfect order. £525.—Gordon Cars (London), Ltd., Highfield, Golders Green Rd., N.W.11. Spe. 9761. (C2023

1950 Hillman Minx, black with brown leather, £350. Herbert and Mills, Ltd., Church Road, Ashford Middx. 'Phones: Ashford 2678 or 2980. (C2035

1956 Hillman Minx de-luxe saloon, pearl grey/olive green, heater, as new, £695.—Brew Brothers, Ltd., 183, Old Brompton Road, S.W.7. Fremantle 2333. (C1053

£169. 1939 Hillman Minx saloon de-luxe, bargain, any trial.—G. P. (Balham), Ltd., 2b, Balham Hill, Balham, S.W.12 (100 yards Clapham South Underground). Batt. 1107. (C2024

£695 ! ! Hillman "Gaylook" de-luxe saloon, duo tone, ivory/blue, 400 miles only and absolutely as new.—G. B. Hall, Ltd., 302/6, Kings Street, Hammersmith, W.6. RIVerside 2861. (C2100

1954 Hillman Minx Mark VII saloon, black/red, immaculate condition, 14,000 miles, owner driven, new battery, loose covers, reversing light; £580.—Ashby, Burcott Lodge, Aylesbury. No dealers. (2971

X.X.X. 1956 model, o.h.v. Hillman Minx Special saloon, black with red upholstery, undersealed, 1,200 miles only, appearance absolutely as new, exceptional opportunity; £645. Exchanges, deferred. —H. F. Edwards, 154, Great Titchfield Street, London, W.1. 'Phone LANgham 0012. (C2003

1956 Hillman Californian, works mileage, list price.
1956 Hillman Minx, de-luxe saloon, works mileage; £720.
1956 Hillman special saloon, works mileage. £677.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3095

£665 ! ! ! 1955 Hillman 10, o.h.v. engine, convertible, 9,000 miles, £40 extras, just like new.
£665 ! ! ! 1955/6 Hillman 10 de-luxe saloon, 5,000 miles, hardly used.
£325 ! ! ! 1947 Hillman 10 drophead coupe, rare and beautiful condition, impossible to find a better.
LAMBS, of Wood Green (Established 1897). 100 guaranteed cars; exchanges; hire urchase.—421-423, High Road, Finchley. Finchley 6222 (C2052

JUNE, 1955, Hillman Minx Mk. VIII saloon, colour green, 7,000 miles only, condition as new; £595.—John Trigg, Ltd., Esher 3255. (C4096

495 gns. Hillman Minx, 1954 Phase VII saloon, heater, one owner, excellent condition. Terms, exchanges.—Rowland Smith, below:—
445 gns. Hillman Minx, 1952 Phase V convertible, P.V.C. hood, excellent condition. Terms, exchanges.—Rowland Smith, below:—
395 gns. Hillman Minx 1951 Phase IV saloon, heater, wing mirrors, very good condition. Terms, exchanges.—Rowland Smith, below:—
220 gns. Hillman Minx 1941 de-luxe saloon, sliding head, leather, excellent condition. Terms exchanges, list. Open 9-7 weekdays and Saturdays. — Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018

1952 (Sept.) Minx convertible, one owner, grey/red vynide, heater, radio, screen washer, overriders, very good condition; £455.
J. DAVY, Ltd., 180/4, Kensington High Street, W.8. WEStern 7181. (C1069

1955 Hillman Minx convertible, fawn, 2,721 miles; £700.—Salmons Garages, Ltd., Temple Bar 3338. (C4029

1953 Hillman Minx Mark VI saloon, black, red interior, exceptional condition throughout; £465. — Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C3026

HILLMAN HUSKY

W
W. HAROLD PERRY, Ltd., 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621, offers:—
1954 Hillman Husky, blue with red upholstery, heater, Ace rimbellishers, painted roof rack, low mileage, in immaculate condition. £525. Our hire purchase terms are now 5% for 12 months.
W. HAROLD PERRY, Ltd., 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621. (3042

H. A. SAUNDERS, Ltd., offer:—
1954 Hillman Husky, green, brown upholstery/heater; £495.
H. A. SAUNDERS, Ltd., 836-842, High Road, North Finchley, N.12. Hillside 5272 (8 lines) (C4092

WARWICK WRIGHT, Ltd., offer:—
1955 Hillman Husky double duty, blue, red upholstery, 7,000 miles. £555; also in golden sand or green, low mileages.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045

1955 (July) Hillman Husky, mileage 5,000, blue, taxed, as new; £495.—A.F.N., Ltd., London Road, Isleworth. Hounslow 0011. (C2015

4,700 miles, unmarked and almost equal to new, July, 1955, Hillman Husky dual purpose estate car, golden sand, red interior, heater, passlight, one private owner, 525 gns.; today's new cost £665. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018

G. & M. ALFREDS (1936) Ltd. 1956 Hillman Husky, 150 miles only, 6-7, Warren St., W.1. Euston 3268 (C1005

HUMBER

CAR MART, Ltd.
1954 Humber Super Snipe touring limousine, heater, maroon with red upholstery; £895.
1951 Humber Super Snipe saloon, heater, black with red upholstery; £425.
CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. (C1039

TOM GARNER, Ltd., offer:—
1951 Humber Pullman Mk. III 7-pass. lim., black, £1,295.
1955 Humber Super Snipe Mk. IV saloon, seal grey, heater, screenwash, 12,000 miles, £995.
1955 Humber Super Snipe Mk. IV saloon, black, heater, radio, many extras, 500 miles only; £1,195.
1956 Humber Super Snipe Mk. IVB sln., black, overdrive, 2,000 miles only, £1,350.
TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6-7. (C2020

A.1 GARAGE, Ltd., offer:—
1954 Super Snipe, dark green, one owner, 11,000 miles, radio, heater, covers, immaculate; £795. — 14-16, Childs Place, Earls Court Road, S.W.5. Tel. Fremantle 8181. (9349

WARWICK WRIGHT, Ltd., offer:—
1953/4 Humber Hawk M.K.5 saloons, most standard colours. Many fitted with radio and heater, all low mileages, from £595.
1954/5 Humber Hawk M.K.6 saloons, with or without overdrive, most standard colours, many fitted with radio and heater, all low mileages, from £795.
1956 Humber Super Snipe Mk. 4A overdrive saloon, claret, fawn upholstery, 200 miles only. £1,395
1955 Humber Super Snipe Mark 4 saloon, blue, fawn upholstery, 7,000 miles, £1,045. Another in black, low mileage.
1954 Humber Super Snipe Mark IV saloon, bucket seats, grey, red upholstery, heater, 12,000 miles, £895.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045

SIMPSON'S MOTORS (WEMBLEY), LTD., English Car Sales Division, offer:—
1951 Humber Hawk, radio and heater; £425.
1950 Humber Snipe drophead, £275.—355, High Rd., Wembley, Middx. Tels.: WEMbley 4422. (C4015

1949 Humber Super Snipe, one owner, very good condition throughout; £295.
THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford 67227. (C3099

JACK ROSE, Ltd., offer:—
HUMBER Super Snipe saloon, in Burgundy, first used January, 1956, registered November, 1955, mileage 1,700, just run in and absolutely as brand new, with £100 worth of extras. Too large for owner. Accept £1,095.—Stafford Road, Wallington, Surrey. Wal. 6677 and Burgh Heath 2976 (C3056

595 gns. Humber Hawk 1954 Mark V saloon, grey, red leather, radio, heater, screen washers, one owner, small mileage. Terms, exchanges.—Rowland Smith, below:—
375 gns. Humber Super Snipe 1951 model Mark III de-luxe saloon, sliding head, leather, radio, heater, passlight, Ace rimbellishers, excellent condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays. — Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018

JACK ALPE OFFERS LIMOUSINES.
LIMOUSINE, 1948, mitred edge pullman, one private owner, mileage under 18,000, heater, black, unrepeatable; £630.
SEVEN-PASSENGER, 1952, Imperial Mk. III, black saloon, dark leather, heater, radio, excellent; £845.
LIMOUSINE, 1952, Mk. III, leather throughout, heater, radio, one private owner, small mileage, £965; another 1952 leather limousine, black. £925.
JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. (C1108

CAMDEN MOTORS, the Limousine Specialists, offer the following Humber Pullmans from their extensive stock of Limousines. On all cars manufactured after 1940, a special extended guarantee for six months is available.
HUMBER pullman limousine, 1954, Mark IV series, o.h.v. engine, leather front an rear, heater, Ace rimbellishers, a spotless, low-mileage specimen; £1,695.
CHOICE of 3 other 1954 Mark IV series.
HUMBER pullman limousine, 1953, late registration, Mark IV, o.h.v. engine, chauffeur-driven and maintained, faultless condition, £1,495.
3 OTHERS available, All Mark IV's, o.h.v. engine, two with all leather upholstery.
HUMBER pullman limousine, 1953 Mark III series, leather throughout, one wealthy elderly owner, radio, inter-com., very genuine car in absolutely original condition, £1,145.
HUMBER pullman limousine, 1953, similar to above, standard type upholstery, new Goodyear Eagle tyres and tubes, only done 500 miles, £1,095.
HUMBER pullman limousine, 1952, another privately owned car, so very carefully used that it is almost in 1955 condition, genuine low-mileage pullman, £1,025.
HUMBER pullman limousine, 1951 Mark III series, special leather upholstery front and rear, beautifully appointed car, £895.
HUMBER pullman limousine, 1950 model, standard type upholstery, full set of specially tailored seat covers, link protective mats in driver's compartment, privately taxed and used, £845.
HUMBER pullman limousine, 1949, Mark II new look series, recellulosed Nov. last year, almost new tyres and in thoroughly sound mechanical order, £695.
HUMBER pullman limousine, 1947 model, razor-edge type, very genuine car, used for private and pleasure motoring only, £450.
HUMBER pullman limousines, 1953 registration, ex-Ministry cars, 1944 models, superior condition to the average run of similar cars, leather throughout, Choice of 3 from £295.
CAMDEN MOTORS, the Limousine Specialists, Leighton Buzzard 2041. Write for special hire-car catalogue and illustrated brochure. Showrooms open until 8 p.m. (C1035

£295 ! ! ! 1947 Humber Hawk de-luxe saloon, beautiful condition. Choice 2.
£595 ! ! ! 1953/4 Humber Hawk de-luxe saloon, absolutely specimen, magnificent vehicle. Looks and runs just like new. Choice 2.
LAMBS, of Wood Green (Established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. (C2052

CENTRAL GARAGE (Croydon) Ltd., offer 1951 (Dec.) '52 model Humber Super Snipe saloon, black with red leather, heater, radio. A good, roomy car in excellent con.; £450. — Fell Road, Croydon, Surrey. Tel. Croydon 7464. (C1098

G. & M. ALFREDS (1936) Ltd. 1951 Humber Imperial, 7 passenger, heater, radio, above average condition.—6-7, Warren St., W.1. Euston 3268. (C1005

1953 Humber Hawk saloon, 1 owner, exceptional condition; £550.—Salmons Garages, Ltd., Temple Bar 3338. (C4029

HEARSES, Hearses, Hearses. The new 27 h.p., o.h.v., l.w.b. chassis; brochures available.
ALPE & SAUNDERS (Coachbuilders), Ltd., Station Approach, Kew Gardens, Richmond 1161

1955 Humber Super Snipe, black with beige interior, 1,100 miles, owner deceased; £1,100.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1243

1956 Humber Super Snipe saloon, dual-grey, red leather, overdrive, works mileage, attractive terms.—Howes and Sons, Ltd., St. Georges Street, Ipswich. Tel. 2296/7. (3036

1953 (August) Humber Hawk saloon, satin bronze/red leather, total mileage 27,000, an immaculate one owner car. £570.

USED CARS FOR SALE

HUMBER

1948 Humber Hawk saloon, grey, £225.—Hale Motors, Ltd. Tot. 7771 (4 lines). (C2077)

1951 Humber Super Snipe, black, heater, exceptional condition; £375.—Campbell Symonds, Wembley 6262. (C1037)

1952 Humber Super Snipe, black, one owner, £474.—New Cross Car Mart, Tideway 2908. (C3022)

1955 (August) Hawk, with overdrive, 8,000 miles, one owner, as new, £845.—Tolworth Motors, Ltd., Kingston-By-Pass, Tolworth. Elmbridge 2254. (C4061)

PULLMAN Humber, 1952, one private owner, black, superb condition throughout, nominal mileage; trial and inspection welcomed; £1,075; exchanges.—E. Ringle, 46, Warren St., W.1. Euston 3575. (1064)

1953 Humber Hawk saloon, black, red leather, low mileage, one owner, exceptional condition; £575.—John Campbell Motors, Ltd., 415, Holloway Road, N.7. Tel. North 4441. (C1036)

HUMBER Hawk de-luxe '51 model, immaculate, black with red leather, £520 or offer.—Adams, East View, Highworth, Swindon, Wilts. (3002)

1951 Humber Hawk, bronze, radio, heater, seat covers, one owner, beautifully maintained; £455.—Naylor and Root, Ltd., Clapham Junction, S.W.11. Battersea 2252. (C3022)

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70: evenings and week ends, Littlewick Green 3076. (C1107)

ARCHIE SIMONS & Co., Ltd., 1952 Humber Super Snipe saloon, black/red leather, fitted heater, much above average; £495.

1950 Humber Hawk saloon, bronze/red leather, fitted heater, radio and sunroof, good condition; £425.—93, Gt. Portland St., W.1. LAN. 1343. (C4013)

A. & S. Humber Limousine, 1954 series Mark IV, Blue Riband, seven-passenger, with partition, black cellulose, leather throughout, wide occasionals, one private owner, heaters; £1,650. See also under Limousines column.

ALPE & SAUNDERS (Limousines Purchased), Providence Court, North Audley Street, Mayfair 2941. (C1006)

1950 Humber Hawk new look de-luxe saloon, in superb condition, bronze, red leather; £395. Terms.

1946 Humber 18 de-luxe saloon, fitted rear engine and clutch (unused since), immaculate, black, brown leather; £275. Terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1947 Humber sedanca de ville 7-seater, with electric division coachwork by H. J. Mulliner, ideal hire car; this car is in superb condition throughout; original cost well over £2,000; now offered at £625; attractive hire purchase terms and 3 months' guarantee.—Jack Kempston, 27, Nightingale Lane, London, S.W.12. Battersea 1151. (8016)

JAGUAR

H

HENLYS, Ltd.,
ENGLAND'S Largest Jaguar Distributors.
SELECTION of all models at attractive prices.
DEVONSHIRE House, Piccadilly, W.1 (Hyde Park 9151).
HENLY House, 385, Euston Rd., N.W.1 (Euston 4444).
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MANCHESTER (Blackfriars 7843).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0081).
GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. (0027/R)

CAMDEN MOTORS, JAGUAR.
JAGUAR 1½ litre special equipment saloon, 1947 model, finished black with brown leather interior, fitted heater, air-conditioning, long range headlamps, passlights, excellent chassis and very good mechanical order, £345.
CHOICE of 2 other 1947 Jaguar 1½ litre saloons, with standard equipment.
JAGUAR 2½ litre saloon, 1939, grey with very smart hide interior, the whole car much above average in appearance and mechanical order, £195.
JAGUAR 2½ litre saloon, 1948, late registration, special equipment model, carefully used car, reasonably moderate mileage, £365.
JAGUAR Mark V saloon, 1950, scarce 2½ litre model, with spotless bodywork and interior, and in 100% mechanical order, £545.
JAGUAR 3½ litre saloon, 1949, black/dark green hide, the whole car in immaculate condition with heater, radio, discs and other extras, £395.
JAGUAR Mark V 3½ litre saloon, 1950, superbly maintained by one owner, this car has been undersealed, all new Firestone tyres fitted Jan. this year, £495.
ALSO a 1951 Mark V saloon and a 1951 Mark V drophead available.
JAGUAR Mark VII saloon, 1953, grey with red hide interior, heater, radio, screen washers, really beautiful car, £695.
CAMDEN MOTORS, Leighton Buzzard, 2041. Write for Catalogue. Showrooms open until 8 p.m. (C1095)

JAGUAR

A.1 at BROWNS.
1954 Jaguar Mk. VII saloon, fully automatic gears, grey with red leather, heater and radio, 17,000 miles only, £1,250.—W. J. Brown, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. (C1025)

H. A. SAUNDERS, Ltd., of Worcester.
1952 Jaguar Mk. VII saloon, black with red hide upholstery. Fitted radio, heater and many extras. Trade enquiries welcomed. £625.
AUSTIN House, Castle Street, Worcester. Tel. 6371. (C4006)

H. R. OWEN, Ltd.,
1955 Mark VII M. type saloon, fitted with overdrive, finished in black with grey leather upholstery, fitted with many extras, immaculate condition.
WE are interested in the purchase of Jaguar cars and invite communications from owners who have such vehicles for disposal.
H. R. OWEN, Ltd., 17, Berkeley Street, London, W.1. Mayfair 9060. (C3032)

VINTAGE AUTOS offer:—
£585. Mark V 1951/2 D.H. coupe, new engine just fitted, new hood, golden bronze, immaculate.
VINTAGE AUTOS, Ltd., 105, Queensway, W.2. Tel. Bayswater 5929 and 5330. (C4079)

1951 Mark V 3½-litre drophead Jaguar, finished black, fitted with many extras, in superb condition, £625.—Reynolds, Castle St., Cambridge. (3030)

£895. Jaguar Mark VII saloon, black with beige interior, one owner, fitted radio, 23,000 miles.
£475. 1949 Jaguar Mark V saloon, black with beige interior, fitted radio and heater, new engine fitted 12,000 miles ago, superb condition throughout. —Weybridge Automobiles, Ltd., 30, Queen's Road, Weybridge. Weybridge 233. (3023)

1939 Jaguar 2½ sports' saloon, post-war look, clean condition, £195. £100 dep.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1946 (July) 1½-litre special equipment saloon, black, brown hide, heater, engine overhauled, including rebore and crankshaft reground 4,000 miles ago. Exceptionally fine car, £399.
J. DAVY, Ltd., 180/4, Kensington High Street, W.8. WESternt 7181. (C1069)

1954 series Jaguar XK120 hard top, 14,000, immaculate; £950.—Sidney Marcus, Ltd., 33, Sloane Street, S.W.1. Tel. Belgravia 3721. (C3006)

1955 (September) Jaguar XK140, fixed head coupe, grey with red, heater, radio and Servo brakes, 6,000 miles; £1,525.
L. F. WARD, Ltd., Grange Road Garage, Thornton Heath. Tel. THO. 5646. (C4043)

1954 XK120 drophead, 12,000 miles, one careful owner, black/red, unmarked. H.P., exchanges; £950. —142, Holland Avenue. Park 2626. (C2085)

1954 Jaguar Mark VII saloon, radio, heater, etc., clean car.—Green and Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. (C2028)

£95. 1938/9 Jaguar 2½-litre sports saloon, really excellent condition. A super bargain.—G.P. (Balham) Ltd., 2b, Balham Hill, Balham, S.W.12 (100 yards Clapham South Underground). Batt. 1107 (C2024)

£425. 1950 Jaguar Mark V saloon, cream, radio, heater, outstanding value.—Haverstock Garage, 50, Haverstock Hill, N.W.3. Gulliver 2422. (C2093)

1955 (July) XK140 drophead, overdrive, heater, 4,000 miles, as new; £1,475.—Johnson and Brown, 268-270, High St., Bromley. Ravensbourne 8841-2. (C2073)

1949 Mark V Jaguar, engine recent strip-down, whole car in exceptional, clean and good condition. £495 or near offer.—Cook's Garage, St. John's Woking. (2006)

1949 Mark V Jaguar, engine just completely rebuilt and not yet used. Whole car in spotless condition; £499.—'Phone Woking 4733 or 3535. (2985)

1955 (August) Jaguar XK.140 roadster, green, heater, 2,000 miles only. As new throughout. Unraced and no competition use. First offer over £1,200.—Banktop Motor House, Ltd., Railway St., Burnley. (2976)

1953 Jaguar Mark VII saloon, excellent condition, £750.—Parsons and Parsons (Garages), Ltd., Potter St., Harlow. Potter Street 121. (C3038)

JACK ROSE, Ltd., offer 1953 model XK.120, 2-seater, in green, genuine low mileage car, coachwork, hood, etc, almost unmarked, accept £845.—Stafford Road, Wallington, Surrey. Wal. 6677, Burgh Heath 2376. (C3056)

1956 Jaguar model 'M' saloon, fitted with Lacock Normanville overdrive. Mileage 350, as new, £1,550.
SMITH'S MOTORS, Dovercourt. Tel. Harwich 701. (3115)

1954 Mk. VII saloon, fitted with overdrive, in birch grey with red leather upholstery. A one owner car in excellent condition; £895.—K. J. Motors, Ltd., Bromley. RAV. 3456. (3068)

1954 Jaguar X.K.120 fixed head coupe, 15,000 miles, immaculate condition throughout; £950.—J. Ashall and Son, Ltd., Windle City Garage, Moss Bank Road, St. Helens. Telephone 4630 (3057)

A.E. MOTORS offer September, 1953 (1953 model) Jaguar Mark VII, cream and red, fitted radio, heater, burglar alarm, mileage 24,000 only. Goes like a shot from a gun. Amazing value, £895 ! ! !—Palmerston Road, N.W.6. Tele. Mal. 4723. (C1011)

JAGUAR

GREAT WESTERN MOTORS.
OFFICIALLY appointed Jaguar dealers.
1955 Mark VIIM British racing green, green hide, overdrive, 7,000 miles, one owner; £1,250.
1955 Mark VII, pastel blue/blue hide, fitted overdrive and radio, one owner; £1,225.
1955 Mark VIIM, pearl grey, grey hide, radio; £1,175.
1953 Mark VII, black, tan hide, radio, moderate mileage, one owner; £795.
1953 Mark VII British racing green, green hide, fitted radio, one owner; £715.
1954 X120 drophead, beige, red hide, one owner, an exceptional car; £1,015.
1950 Mark V Jaguar, green/green hide, radio, £465
THE above cars have been carefully vetted in our own workshops and carry our 3 months' guarantee.
4-6-8, Bishopsbridge Rd., W.2. Ambassador 1061. (C2089)

H. C. PAUL, Ltd.
1955 Jaguar XK 120 Roadster, grey, mileage 600 only; £1,095.
32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621/2. (C3040)

ROSE & YOUNG, Ltd., offer:—
1954 Jaguar XK 120 drophead coupe, special equipment model with wire wheels, one lady owner since new, fitted Michelin X tyres, low mileage, immaculate condition; £945.
1953 Jaguar XK 120 fixed head coupe, special equipment model with wire wheels, 2 owners, immaculate condition; £895.
1953 Jaguar Mark VII saloon, fitted radio, white wall tyres, mascot, etc., low mileage, one owner car, birch grey; £795.
65-69, Sternhold Avenue, Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. 8182. (C3057)

HENLYS offer with four months' guarantee:
1954 Jaguar Mark VII saloon, heater, etc., black with red interior, one owner, a first class example; £995.
HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. (2966)

1947 Jaguar E.E. 1½-litre saloon, black and brown, one owner; £365.

1939 Jaguar 1½-litre saloon, £180. A really good motor car.—Beardmore, 26, Queensway, W.2. Bayswater 0126. (C1015)

£395 ! ! ! 1947 Jaguar 1½ de-luxe saloon, special equipment, heater, etc. Choice 2. Also 1948 models available.
£585 ! ! ! 1951 Jaguar Mark V convertible, full 5-seater drophead coupe, beautiful condition.
£525 ! ! ! 1950 Jaguar Mark V de-luxe saloon, choice 2, both beautiful.
£650 ! ! ! 1952 Jaguar Mark VII de-luxe saloon, only 2 owners, carefully used, choice also 2.
LAMBS, of Wood Green (Established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Road, Finchley. Finchley 6222. (C2052)

J. H. BARTLETT. Jaguar 1954 XK.120 drophead, wire wheels, low mileage, £975. Jaguar 1954 fixed head, 5,000 miles only, £895. Jaguar 1951 XK.120, 3-str. £595.—27, Pembridge Villas, W.11. (C1018)

PRIVATE. 3½-l. drophead, 1936, one owner, 44,000 miles, £160. Black/beige.—Stanbury, Oxshott 356. (3079)

345 gns. Jaguar 1948 1½-litre S.E. sln., sliding head, leather, heater, carefully used. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1954 XK.120 convertible, 15,000 miles, immaculate, £950.—Tolworth Motors, Ltd., Kingston-By-Pass, Tolworth, Elmbridge 2254. (C4061)

1949 Jaguar Mark 5 3½-litre saloon, many extras, low mileage, guaranteed, £425. Exchanges and terms.—Palmers, 2, Russell Garden Mews, Kensington, W.14. PARk 9704 and 5968. (C3034)

1951 Jaguar Mark V saloon, grey, in beautiful condition throughout. £565.—Coles Garages, Ltd., 42, Worple Road, S.W.19. Wimbledon 0196 and 13-14, Castle Parade, Ewell 2393. (C1054)

1955 Jaguar Mark VII saloon M type, fitted overdrive. Attractively finished in pearl grey with red leather, heater, screen washers, Ace rimbellishers and loose covers, 8,500 miles only, privately owned, carefully run in and maintained. This car must be seen to be appreciated. Offered at £1,300, which is a saving of £500 on today's price.—Box No. 0447

1955 Jaguar XK140 fixed head coupe, grey with red interior, fitted C type engine, special 4 exhaust system, chromium wire wheels, overdrive, Michelin X tyres, H.M.V. radio, with automatic aerial, heater, hand control throttle, spotlights, tailored, mats, driver's head rest, etc., immaculate condition throughout, would cost £2,200 today, offered at £1,650.

1955 (July) XK140 fixed head coupe, 7,000 miles, birch grey with biscuit interior, one owner, unmarked throughout; £1,495.—83, High Road, Byfleet, Surrey. Byfleet 3101 by day and night (C1091)

BEARTS, OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3848. (0081/R)

1938 Jaguar 1½ litre sports saloon, excellent, £225.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7105/6. (6071)

USED CARS FOR SALE

JAGUAR

HENLYS Jaguar Service Department.
1956 Mk. VII M type saloon with Borg Warner automatic transmission, black, red leather, £1,725.
1955 Mk. VII M type saloon with overdrive, lavender grey, red leather, one owner, £1,345.
1955 Mk. VII M type saloon with overdrive, black, grey leather, radio, £1,285.
1955 Mk. VII M type saloon with overdrive, radio black, grey leather, covers, etc. £1,275.
1954 Mk. VII saloon with overdrive, British racing green, tan leather, one owner, £1,075.
1954 Mk. VII saloon, black, red leather, one owner, exceptional car, £995.
1954 Mk. VII saloon, suede green, green leather, £995.
1953 Mk. VII saloon, black, red leather, one owner, £825.
HENLYS, Ltd., Great West Road, Brentford, Middx. EALing 3477. (3084

COOMBS & SONS (Guildford) Ltd., offer:—
JAGUAR Mark VII sal., series M., overdrive, British racing green/green upholst., 22,000 miles only, 1 owner, excellent condition. £1,175.
VERY late 1953 Jaguar Mark VII sal., birch grey/red upholst., 22,000 miles only, white wall tyres. £895.
COOMBS & SONS (Guildfrd), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-9. (C1057

CHIPSTEAD MOTORS, Ltd. (Official Jaguar Dealers).
HARD top XK140, Aug., 1955, recorded mileage 2,800 only, Pacific blue, whitewall tyres, passlamps, washers, wing mirrors, etc., as new, £1,495.
£1,395, XK140 S/E, 1955, white/red, complete with removable hard top and sliding windows, unblemished.
£1,375, XK140 S/E, B.R.G., Pirelli tyres, unblemished.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Road, Kensington, London, S.W.3. Flaxman 0052/7253/7154. (C1046

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1950 Jaguar M.5; £465.—355, High Road, Wembley, Middx. Tele. WEMbley 4422. (C4015

CHARLES FOLLETT, Ltd., Official Jaguar Agents, offer:—
1955 Jaguar M type, automatic gearbox, grey, radio, mileage 5,700 only, exhibition condition.
1955 Jaguar XK 140 2-seater, cream, fitted suitcases, genuine 500 miles only. Whole car as new in everyway, fully guaranteed.
SHOWROOMS: 18, Berkeley Street, W.1. Mayfair 6266.
SERVICE, Works and Stores: Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. (C2010

DUNCAN HAMILTON & CO. for Jaguars.
Jaguar XK120 fixed head coupe, registered September, 1954, black with red interior, twin exhausts, two owners, outstanding in all respects; £895.

JEEP

JEEPS, private or commercial, all spares.—F.W.D. Motors, Ltd. (late Wick Autos), 15, St. John's Rd., Hampton Wick, Kingston 4718/8248. (0820/R

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; 1955 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices; exchanges plan engine, gear box, clutch, etc.; noted for all American spares.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919/6850. (C0335/R

£120 buys a special bargain.—See Metamet, famous for 13 conversions.—96b, Belsize Lane, N.W.3. Hampstead 8231. (0527/R

JEEPS ! ! !—Jeeps always available, comprehensive stocks of spares.—Autowork, Ltd., Tel. Winchester 2955. (C1010

JENSEN

BROOKLANDS: WHOLESALE & RETAIL.
NEW JENSEN '541' for demonstration, early delivery.
NEW Jensen Interceptor Cabriolet de-luxe.
CONFIDENTIAL Terms. Exchanges.
103, New Bond St., London, W.1. Mayfair 8351. (C1039

JOWETT

W.M.
WELBECK MOTORS for Jowett.
1953 Jupiter Mark IA, opening boot, ivory with red leather, H.M.V. radio, mileage 20,000 approximately £550.
ALSO several very low priced Javelins, in excellent condition, with full series III engines, from £400.—Welbeck Motors, Ltd., 107, Crawford Street, London, W.1 (near Baker Street Station). Welbeck 1139. (C4049

BUNTING'S MOTOR EXCHANGE.
JOWETT main agents since 1922. Always a good selection of used Javelins and Bradford utilities.—Bonnersfield Lane, Harrow. Tel. 6225-6. (0913/R

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1953 Jowett Javelin, £425.—355, High Road, Wembley, Middx. Tele. WEMbley 4422. (C4015

JOWETT Javelin saloon, 1953, one owner, de-luxe, gunmetal grey, 23,000 miles, radio, literally as new; £485.
METCALFE & MUNDY, Ltd., 280, Old Brompton Road, S.W.5. Fremantle 5471. (C2064

JOWETT

1952 Jowett Javelin de-luxe saloon, heater, radio, loose covers, link mats, engine recently overhauled to Series III standards, perfect order; £475.—Gordon Cars (London) Ltd., Highfield, Golders Green Rd., N.W.11. Spe. 9761. (2023

£475 ! ! ! 1952 Jowett Javelin saloon, beautifully finished in grey with spotless hide interior, moderate total mileage.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. (C1035

LAGONDA

G.E.
1939 Lagonda V12, short chassis, 4-door, 4-light sports saloon, fitted superb makers aluminium coachwork. Original and delightful condition throughout, black, chromium, finest brown leather, matching accessories, superb history and full details on applications. Written guarantee; 398 gns. Hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. (C2000

VINTAGE AUTOS offer:—
£495. L.G.6 1939 sports saloon, just recellulosed at a cost of £150, as new.
£325. V.12 short chassis sports saloon, fitted late type Sanction II engine, immaculate.
VINTAGE AUTOS, Ltd., 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. (C4079

GUY SALMON AUTOMOBILES, Ltd., offer:—
1950 (model) Lagonda 2.6 litre foursome drophead coupe, recent complete engine overhaul; £795. Portsmouth Road, Thames Ditton, Emberbrook 5551/2/3. (C4001

4½-LITRE pillarless saloon, 1934, a specimen car, £150, £75 deposit.—Searle, Ltd. Molesey 2142/3 (C4069

1955 Lagonda 3-litre, 2-door sports saloon, one owner, perfect condition, £2,300 or offers.—Cooke, Whyte House, Park Lane, Sandbach, Cheshire. Tel. 250. (2972

LAGONDA Tickford saloon (1954 July), 3-litre, duo-grey, floor gear box, servo brakes, high speed rear axle, heater, radio, one owner, excellent condition, best offer over £2,000.—Elgar 6121. (3099

BROOKLANDS: WHOLESALE & RETAIL.
1954 Lagonda 3-litre Tickford saloon, 9,000 miles.
NEW Lagonda 3-lt. Tickford saloon and coupe.
1955 series Lagonda 3-lt. foursome Tickford drophead coupe, immaculate.
103, New Bond St., London, W.1. Mayfair 8351. (C1039

1954 Lagonda 3-litre drophead coupe, blue with grey trimming, radio, heater, 15,000 miles, virtually as new; £2,250.
L. F. WARD, Ltd., Grange Road Garage, Thornton Heath. Tel. THO. 5646. (C4043

1950 2½-litre Lagonda saloon, racing green, whole car in nice condition. £680.—Gibson "Trestops," Baldwina Hill, Loughton, Essex. 'Phone Loughton 729 (evenings only). (2945

LANCHESTER

CASS'S MOTOR MART
1953 (Nov.) Lanchester 14 saloon, fawn, heater, unblemished, one owner; £765. Written guarantee.—5, Warren Street, W.1. Euston 4110. (C1040

£125. Lanchester 10 saloon, fluid drive, delightfully original throughout. Very smart grey and black coachwork, good tyres, etc. Motors beautifully and is most economical. Taxed. Terms if required.
BOB GLYNN Sports Cars, 189, Pavilion Road, Sloane St., London, S.W.1. Tel. Sloane 4867 (C2098

STRATSTONE, LTD. Lanchester Distributors.
LANCHESTER 14 saloon (1953), fawn, green leather, £845.
LANCHESTER 10 saloon (Dec., 1946), blue, blue leather, £475.—Stratstone, 40 Berkeley Street, London, W.1. (MAYfair 4404). (C4022

GUY, SALMON AUTOMOBILES offer:—
1952 (series) Lanchester 14 saloon, just fitted reconditioned engine unit, and not yet run in, £695. Portsmouth Road, Thames Ditton, Emberbrook 5551/2/3. (C4001

LANCIA

K.D.M. & CHERRINGTON, Ltd., offer:—
1955 Lancia gran turismo cream, 20,000 miles, taxed December; £2,200.
9, ALBEMARLE St., W.1. Tel. Grosvenor 5551. (C2054

WOKING MOTORS, Mercedes Distributors.
1955 Lancia Grande II Tourismo saloon, 18,000 miles, as new in every respect; £2,150.—Maybury Hill, Woking 4277 and 8. (C4057

1955 Lancia Spider, 4,000 miles; £2,650.
1951 model Aurelia pillarless saloon, colour grey; £875.—Joe Thompson (Motors), Ltd., 91-95, Fulham Road, South Kensington, S.W.3. Kensington 4856. (C4028

MOSS (CAMBRIDGE), Ltd., Lancia distributors usually have one or more small mileage cars for sale; Gran Turismo and saloons available for demonstration.—146, Hills Rd., Cambridge. Tel. 57519. (8124

1938 (Nov.) Lancia Aprilia saloon, steel grey, excellent condition, some spares; £260. Terms.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. (3088

54,000 miles since new, original cellulose! 1938 (November) Aprilia saloon, £340. Terms and exchanges.—Searle, Ltd., 25, Church Street, Hampton, Molesey 2142/3. (C4069

LANCIA

1938 Lancia Aprilia saloon, pale blue, a good example of this rare model; £285. Terms. — Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1034

325 gns. Lancia Aprilia 1939 2/4-seater Farina sports convertible, blue and silver, PVC hood, independent suspension, excellent condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays. —Rowland Smith, Hampstead (Hampstead (Hampstead Tube). Hampstead 6041. (C4018

LEA FRANCIS

CHARLES FOLLETT, Ltd., Sole Distributors Lea Francis, London and Home Counties, offer:—
1951 Lea Francis 14 h.p. sal., maroon, 1 owner, 29,000 miles. Fully serviced and guaranteed. £545.
SHOWROOMS: 18, Berkeley Street, W.1. Mayfair 6266.
SERVICE, Works and Stores: Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. (C2010

1950 (model) Lea-Francis saloon, heater, radio, exceptional car; £485.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 8185. (3095

£375, 1948 Lea Francis fixed head coupe, black with maroon interior, fitted heater, excellent condition throughout.—Weybridge Automobiles, Ltd., 30, Queen's Road, Weybridge. Tel. 233. (3034

345 gns. Lea-Francis, 1949 model 14 h.p. Mark V streamlined sports saloon, leather, IFS, radio, heater, very good condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018

LIMOUSINES

A. & S., LTD., Providence Court, North Audley Street (near Selfridges), Mayfair 2941, offer:—
LIMOUSINES. Armstrong, 1952, 18 h.p., wide face forward occasionals, leather throughout, one private owner, £845. Another, July, 1951, £795.
LIMOUSINES. Austin Hirecars, full range, 1951/1953, from £525. Extra if fitted standard diesel.
LIMOUSINES. Austin long wheelbase Sheerlines, 1951/1952, full width occasionals, radio and heaters, selection of three from £925.
LIMOUSINES. Buick, C.O. series, black, wide face forward seats, above average condition, £225.
LIMOUSINES. Humber, full range of Pullman and Imperial 7-passenger cars, 1947/1954, leather and cloth, privately owned, above average condition, from £525/£1,685.
LIMOUSINES. MORRIS, 1948, 14 h.p. taxis, sound condition, good cellulose and tyres, selection £175/£250.
LIMOUSINES. Packard Super Eight de-luxe, 1938 series, partition and wide face forward occasionals, cellulosed black, in exceptional condition; £495.
LIMOUSINES. Rolls-Royce 25/30 h.p., selection 1937/1939, all with swept tail coachwork, wide forward occasionals, privately owned cars, in exceptional condition, with historys, from £795.
LIMOUSINES. Rolls-Royce Phantom II, 1932, 1934, 1936, all with face forward seats, discs, bumpers, etc., £175/£400.
LIMOUSINE Specialists for over 30 years.
WRITE or telephone for Lists.
ALPE & SAUNDERS, Ltd., Providence Court, North Audley Street, W.1. Mayfair 2941. (Near Selfridges). (C1006

£425 ! ! ! 1935 Rolls Royce 20/25 h.p. Windover seven seat limousine, glass division, Rolls history, magnificent specimen throughout. — Broadway Motors, Hanworth Road, Hounslow. HOU 9209/0175. (C1113

AUSTIN 1951 L.W.B. private Sheerline, £995.
AUSTIN 1951 16h.p. Hirecar, £495.
HUMBER 1952 Limousine, leather, £925.
HUMBER 1952 Imperial 7-passenger, £845.
ROLLS-ROYCE 1936, 30 h.p. outswept back, £595.
ROLLS-ROYCE 1934, 25 h.p. Hooper, £385.
WOLSELEY 1949, private, 23,000, £595.
JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. (C1108

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. (0747/R

MERCEDES-BENZ

WOKING MOTORS, distributors Surrey, Sussex.
NEW 1956 Mercedes 300 S.L. special lightweight body, racing cams, springs and shock absorbers. Unique opportunity to acquire the only 300 S.L. available to this specification, at list price.
1955 190 S.L. drophead coupe l.h. drive, 2,000 miles, cost £3,000, at a considerably reduced figure.—Woking Motors (Maybury Hill), Ltd., Woking 4277-8. (C4057

JOHN S. TRUSCOTT, LTD. for Mercedes-Benz.
ONLY the best examples are offered. Superb 1955 type 300 S.L. 5,000 miles only. Supplied and serviced exclusively by us. One nearly new 1954 type 220A. Also an exceptional 1951 type 170S saloon left-hand drive, £675. Most new models for immediate or early delivery, including one at pre-Budget price. Our own demonstration cars are here for you to drive.
JOHN S. TRUSCOTT, LTD. for Mercedes-Benz, 173, Westbourne Grove, W.11. Bayswater 4274. (C4035

1938 540K d/h coupe, very good condition; 120 mph. Bargain at £400.—Chiswick 5354 or Box 0735. (3103

USED CARS FOR SALE

MERCEDES-BENZ

TAYLOR & CRAWLEY offer:
1955 (Mar.) Mercedes-Benz type 300 S.L., 7,000 miles, beautiful condition. £3775.
1955 (Nov.) Mercedes-Benz type 300 S.L., 4,000 miles, latest brakes, quite immaculate. £3,875.
1954 Mercedes-Benz 300 sln., de luxe, immaculate condition throughout; fitted radio. £1,995.—Taylor and Crawley, 42a South Audley Street (entrance Adams Row), Mayfair, W.1. Gro. 6861. (C4036

TAYLOR & CRAWLEY offer:—
1955 Mercedes Benz type 220A saloon with sliding roof, 8,000 miles, maintained by us and in beautiful condition. £1,875.
1954 Mercedes Benz 300 saloon, power servo brakes, constantly maintained by us. £1,895.—Taylor and Crawley, 38, Grosvenor Crescent Mews, Hyde Park Corner, Sloane 5213. (C4036/1

BROOKLANDS: wholesale and retail.
NEW Mercedes 300 SL sports and C saloon de luxe. Also 220 A saloon de luxe.
1955 Mercedes 220 'A' saloon de luxe, 9,000 miles.
BUY or sell with confidence. Exchanges.
103, New Bond Street, London, W.1. Mayfair 8351. (C1029

CHIPSTEAD MOTORS LTD. offer:
300 S.L. August 1955, built to special order and finished in Alfa red. Extras include medium axle, giving approximately 150 mph and 18-20 mpg, radio, tailored nylon covers. Bosch flat beam fog and pass lamps, heaters, whole car indistinguishable from new and considered the most attractive S.L. in the country, just passed by Mercedes, £3,775.
CHIPSTEAD MOTORS LTD., 197 Fulham Rd., Kensington, S.W.3. Flaxman 0053-7253-7154.

ROSE & YOUNG LTD. offer:—
1956 Mercedes-Benz 300 SL. sports coupe, 6-weeks-old, fitted extras, unmarked.
1955 Mercedes-Benz 300 S.L. sports coupe, fitted knock-on wheels, one owner, excellent history, immaculate.
65-69, Sternhold Avenue, Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464, 6162. (C3057

MERCEDES Benz 300SL; silver/blue interior; 4,700 miles; four months old; standard axle; not raced, etc.; condition new; exchange considered. — Adam, 37, Heathfield Road, Gateshead-on-Tyne. Tel. 75582. (2510

MERCURY

ON all matters of sales, spare parts repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd. Great West Road, Brentford. Tel. Ealing 4506-9. M.G (0748/R
PC
PERFORMANCE CARS LTD. offer with three months' guarantee a selection from their stock of over 40 M.G.'s.
M.G. A 1½ litre sports 2-seater, 1956, £915. M.G. TF 1250 cc, cream, 1954, £595.
M.G. TF grey 1954, £565. M.G TD 1250 cc, green, 1953, £585.
M.G. TD with hard top, 1953, £495. M.G. TD 1250 cc, green, 1953, £475.
M.G. TD 1250 cc, cream, many extras, 1953 £495. M.G TC 1250 cc, red, 1948, £375.
M.G. TC recon. engine, black, 1947, £375. M G TC 1250 cc, red, 1947, £365.
M.G. TC black, 1946, choice of 3, £325. M.G. TC, maroon, radio, 1946, £375.
M.G. TB 1250 cc, green, 1939, £295. M.G TB black, extras, 1939, £275.
M.G. TA 10 hp red, extras, 1938, £275. M.G. TA 10 hp 1938, £275.
M.G. PA 8 hp 2-tone, 1934, £175. M.G J2 6 hp, beautiful condition, 1933, £155.
M.G. 1½ litre Y type saloon, 1947, £345. M.G 2-litre choice of 3, 1937, £95.
MOST important: spares available for all models, servicing, tuning; advice gladly given.
M.G.s urgently wanted, immediate h.p. and insurance, cars and motor cycles taken in part exchange; showrooms open from 9 a.m. to 7 p.m. week-days and Saturdays; 11 a.m to 4.30 p.m. Sundays; and illuminated at nights.
PERFORMANCE CARS, LTD., Great West Rd., Brentford, Middlesex. Ealing 8841. (C3041

VINTAGE AUTOS offer:—
£385 M.G. 2.6. 1939, d/h coupe, 42,000 miles; one owner; boots of extras, immaculate.
VINTAGE AUTOS LTD., 105, Queensway, W.2. Tel Bayswater 5029 and 5330. (C4075

CHARLES FOLLETT LTD. offer:—
1953 M.G. Magnette sal., colour maroon, 12,800 miles, one owner. Supplied new and regularly maintained at our Service Station. £825.
THREE months guarantee.
SHOWROOMS: 18, Berkeley Street, W.1. Mayfair 6266.
SERVICE: Works and Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. (C2010

ROSE & YOUNG LTD., offer:—
1954 M.G. TF sports 2-seater, 6,000 miles only, spare unused, unmarked, finished in ivory with red leather, £565.
65-69, Sternhold Avenue, Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464, 6162. (C3057

GUY SALMON Automobiles Ltd. offer:—
1954 M.G. Magnette; 11,000 miles; immaculate condition; £795.—Portsmouth Road, Thames Ditton. Emberbrook 5551/2/3. (C4001

WARWICK WRIGHT LTD. offer:—
1954 M.G. Magnette saloon, grey with grey upholstery, heater, 18,000 miles. £845.
WARWICK WRIGHT LTD., 150 New Bond St., W.1. Mayfair 9761. (C4045

M.G.

CLUBMAN AUTOS LTD. for M.G. Midgets.
1946 TC black two-seater sports, red leather, new hood, many extras, excellent condition. £350.
H.P. terms and exchanges.—158/162, High St., Tooting S.W.17. Balham 8484. (C1095

PARADE MOTORS (MITCHAM) LTD. offer:—
1953 M.G. TD green with green upholstery, fitted full tonneau cover, heater low mileage, spare unused. £490.
1953 M.G. TD black with beige upholstery, fitted new hood and tonneau cover, heater and twin spotlights. £485.
1951 M.G. TD green, 1100 c.c. ex-Dick Jacobs car. This car suitable for competition or road work. £490.
1949 M.G. TC red with beige upholstery, radio, luggage carrier, plastic hood, windtones, 16 inch wheels. £385.
1948 M.G. TC black with beige upholstery, reconditioned engine, in really superb original condition. £365.
1947 M.G. TC green with beige upholstery, first-class condition. £355.
1946 M.G. TC green and black exceptional condition, beige upholstery, many extras. £335.
1938 M.G. TA red with red upholstery, specimen motor car. £255; choice of two.
PARADE Motors (Mitcham) Ltd., 66-67 Monarch Parade, Mitcham. Tel. 8393. (C3036

£455 M.G. 1½ litre saloon 1951, finished in black with beige interior, fitted heater. A most attractive car.
EXCHANGE your car for the economical Renault. We offer our part exchange and h.p. facilities, 'phone or write to: Eric Hayes Ltd., 13, Bishops Bridge Road, W.2 (two mins. Paddington Station). Tel. Amb 8266. (C2033
1953 M.G. TD 2-seater. £495.—Moncrce Motors (N. H. Boswell), 91-96, Epping New Road, Buckhurst Hill, Essex. Tel. 1171-2. (C3086

HERE is the cheapest 1953 (November) 2 litre saloon obtainable, excellent condition generally. £165. Space urgently required.—Edgar, 142a, Golders Green Road, N.W.11. Speedwell 0014. (C4004

ACLAND & TABOR, LTD., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer:—
1954 (Sept.) M.G. Magnette finished green, one owner, low mileage, as new. £795. Maximum h.p. (C1001
MAGNETTE 1955 green, 8,000 miles, as new. £850.—Per. 7939. (3108

BEARTS OF KINGTON, M.G. specialists; sales spares repairs.—102, London Rd. Kingston. Tel. Kin. 3348. (0082/R

UNIVERSITY MOTORS, LTD., guaranteed cars always available.—80, Piccadilly W.1. Grosvenor 4141. (0396/R
1955 M.G. Magnette black/green, one owner, 12,000 miles perfect car. £795.—Morley, 76, Cambridge Rd., Kingston. Tel. 5835. (3016
1951 M.G. 1½ litre saloon, excellent condition. £495.—Parsons and Parsons (Garages) Ltd., Potter St., Harlow. Potter Street 121. (C3038
1954 (Oct.) M.G. Magnette saloon, one owner, 18,481 miles. £765.
GEORGE NEWMAN & CO., 369, Euston Rd., London, N.W.1. EUS. 4466 (C3022
1955/6 M.G. Magnette saloon; genuine 2,500 miles only. Ripco condition. £875.
RIPCO LTD. (M.G.'s purchased), 16, Albemarle Street, Mayfair, London, W.1. Hyde Park 3952/3/4. (C3052
1937 (August) M.G. VA 12 hp. open sports, 4-seater; B.R.G.; new hood; unworn tyres. £195 Terms — Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024
1500 Tojeiro M.G. sports two-seater. Ex-Lionel Leonard. Ready for season's racing. £650.
JAMES EDWARDS (Chester) Ltd., The Northgate, Chester. Tel. 23123. (C2090
1955 (June) M.G. Magnette, duo green, 10,000 miles, radio, heater, licensed, beautiful condition, seen by appointment only.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. (C1073
JACK ROSE LTD., M.G. agents and stockists, offer 1954 Magnette in maroon. Almost unmarked inside and out. Open to any examination. £745.—Stafford Rd., Wallington, Surrey. Wal. 0677. Burgh Heath 2376. (C3056
£395 ! ! ! 1949 M.G. TC sports 2-seater, only two owners, small mileage, beautiful condition.
LAMBS OF WOOD GREEN (established 1897). 100 guaranteed cars, exchange, hire purchase.—421-423, High Road, Finchley. Finchley 6222. (C2052
475 gns. M.G. Midget 1953 TD 2-seater; ivory, red leather; heater; screen washers; loose covers; luggage carrier; one owner; excellent condition; taxed; terms; exchanges.—Rowland Smith, below:—
395 gns. M.G. Midget November 1949, TC 2-seater; red, fawn leather; heater; luggage carrier; excellent condition. Choice of 8 midgets. Terms, exchanges, list. Open 9-7 weekdays and Saturdays. — Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018

MORRIS MINOR

H. A. SAUNDERS, LTD. offer:—
1954 Morris Minor travellers car deluxe model, grey, red upholstery; heater. £550.
H. A. SAUNDERS, LTD., 836-842, High Road, North Finchley, N.12. Hillside 3272 (3 lines). (C4092
WARWICK WRIGHT LTD., offer:—
1954 Morris Minor convertible, green, with green upholstery, heater 16,000 miles. £495.
WARWICK WRIGHT, LTD., 150, New Bond St. W.1. Mayfair 9761. (C4045
1954 (Nov.) Morris 2-door saloons, choice of 3; £485 each; colour black; mileage 10-12,000; B.M.C. guarantee.—Lonkester Eng. Co., Ltd. 39-45, Eden St., Kingston Kin. 3151-6. (0046/R

MORRIS MINOR

H.P.G.
1952 Minor Convertible; one owner; 4,000 miles since engine overhaul; now fitted Alta ohv cylinder head; four branch exhaust and twin s.u.'s; bodywork very smart; the quickest Minor in captivity. £436. Terms, exchanges.—Highways Park Garages Ltd., Beverley Road, Highams Park, E.4. Larkswood 7208. Sunday 2031. (C1066
1954 (Oct.) Minor saloon; black; one owner; 11,000 miles. £475.—Brent Cross Garage, Hendon Way, N.W.4. Speedwell 1196. (C1097
1952 Morris Minor 2-door saloon; recent o/h. £425.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3095
1955 Minor 2-door de luxe; 5,000 miles; heater; one owner; immaculate. £535.—Tolworth Motors Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. (C4061
1954 (September) Morris Minor 4-door de luxe saloon; 7,100 miles; exceptional condition; one owner. £520.—Box 0648. (2906
1952 Morris Minor 4-door saloon; colour green; in excellent condition; low mileage. £425. — John Whalley Ltd., London Road, Bishop's Stortford. Tel. 181-2. (C4051
1953 (Oct.) Morris Minor 4-door saloon de luxe; black; one owner. £455.—Vandervells, 215, Haverstock Hill, N.W.3. PRImrose 4441. (C4067
1952 Morris Minor 2-door saloon; black; excellent order throughout. £295.—Hatton Cross Garage, Great South West Road, Feltham, Middx. Tel. 2176. (C3092
1954 (October) Morris Minor 2-door saloon; black; one owner; 17,000 miles. £460.
LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. (C2058
MORRIS Minor 1953 2-door model; black; low mileage; one owner. £430. Terms and exchanges.—West London Motors, 205/209, Fulham Palace Road, W.6. Ful. 0066. (3090
1955 Morris Minor 4-door saloon; heater; black; red leather; low mileage; guaranteed. £525. Exchanges and terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. (C3034
PRIDE & CLARKE, LTD. 1955 Morris Minor 4-door saloons; choice several from £490; 1955 2-door saloon, 5,000 miles; heater; £490. 1954 2-door; 10,000 miles; heater; £450. 1954 convertible; 15,000 miles; heater; £449. 1952; £369.—Stockwell Road, S.W.9 PRIxton 0251. (C3066
625 gns. Morris Minor; October 1955 series II traveller; heater; one owner; 1,700 miles; brand new condition. Terms, exchanges.—Rowland Smith, below:—
495 gns. Morris Minor late 1955 series II saloon, 5,000 miles; spare unused. Terms, exchanges.—Rowland Smith, below:
425 gns. Morris Minor 1953 series II saloon; one careful owner; spare unused. Terms, exchanges.—Rowland Smith, below:—
375 gns. Morris Minor 1952 convertible; excellent condition. Choice of 12 Minors. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018
1955 Morris Minor 2-door de luxe saloon, grey; £395.—F. L. Cranmore Ltd., Potters Bar 2040.
1954 Morris Minor traveller; fitted heater; low mileage; one owner. £525.—S. Bowen and Son, Hillside Garage, Edgware. Tel. Edgware 4464. (C1022

MORRIS EIGHT

GE
1946 series E Morris 8 hp 4-door de luxe saloon. Extensively reconditioned mechanically. Fantastic extra equipment including heater, tone horns, twin fog-pass lights, screen washers, Michelin tyres. Immaculate bottle green cellulose, brown leather. Fullest details on application. Written guarantee. 296 gns. Hire purchase, part exchanges.—Geoffrey Edward, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. (C3000
SIMPSON'S MOTORS (WEMBLEY) LTD., English Car Sales Division, offer.—
1938 Morris 8 utility (choice of two). £35.—355, High Road, Wembley, Middx. Tel. Wembley 4423. (C4015
1939 series E tourer; black; new red pvc hood; seats; sound throughout. £185.—7, Grasmere Close, Merrow, Guildford, Surrey. (3006
295 gns. Morris 8 1948 saloon; grey; sliding head; leather; excellent condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018
1946 (July) Morris 8 2-door saloon; black; seat covers; reconditioned engine 4/5,000 miles ago; outstanding condition. £300.
J. DAVY LTD., 180/4, Kensington High Street, W.8. WEStern 7181. (C1069

MORRIS TEN

1937 (December) model Morris 10 engine and body good condition. £90 or would accept hire purchase terms.—Apply Heathfield Garage, Heathfield Road, Wandsworth Common, S.W.18. Battersea 5057. (3381
195 gns. Morris 10 1939 de luxe saloon; sliding head; leather; very good condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018
£298 Morris 10 1947 saloon, excellent original condition. Heater, sliding roof, choice two. Many others. — Benmotors, 1, Clarendon Road, W.11 (50 yards Holland Park Tube). Park 5066-7 and Park 3971. (C1017

USED CARS FOR SALE

MORRIS COWLEY

1955 Morris Cowley saloon; black; red leather upholstery; excellent condition throughout. £585.
McLAREN & COX, LTD., 928, High Road, North Finchley, N.12. Tel. Hillside 0560/6306-7-8. (C3088

H. A. SAUNDERS, LTD. offer:—
1954 Morris Cowley saloon, black, red upholstery. £585.
H. A. SAUNDERS, LTD., 836-842, High Road, North Finchley, N.12. Hillside 5272 (8 lines). (C4092

MORRIS OXFORD

NEWNHAMS LTD.
1953 Morris Oxford saloon; excellent condition. £465.
NEWNHAM HOUSE, 235-245, Hammersmith Road, London, W.6. Riverside 4646 (9 lines). (C3024

H. A. SAUNDERS, LTD. offer:—
1953 Morris Oxford saloon; grey; brown upholstery. £475.
H. A. SAUNDERS, LTD., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C4092

WARWICK WRIGHT LTD. offer:—
1954 (December) Morris Oxford (series II) saloon; blue; blue upholstery; heater; 18,000 miles. £595.
WARWICK WRIGHT LTD., 150 New Bond St., W.1. Mayfair 9761. (C4045

1955 Morris Oxford de luxe; 10,000 miles; magnificent condition. £645.—Sidney Marcus Ltd., 33 Sloane Street, S.W.1. Tel. Belgravia 3721 (C3006

MORRIS Oxford 1955 June; low mileage; black; immaculate. £665. Terms and exchanges.—West London Motors, 205/209, Fulham Palace Road, W.6. Ful. 0066. (3091

£645 ! ! 1955 Oxford saloon; black; red leather; heater; 6,000 miles only; one owner; unmarked throughout.—C. S. Hall, Ltd., 302/4, Kings Street Hammersmith; W.6 RIVerside 2881. (C2100

525 gns. Morris Oxford 1954 saloon; Clarendon grey; heater; one owner; exceptional; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018

1955 (Jan.) Oxford saloon; one owner; 12,000 miles; black/red hide; new condition; spare unused. £625.
J. DAVY LTD., 180/4, Kensington High Street, W.8. WESternn 7181. (C1060

£385 ! ! ! 1950 Morris Oxford saloon; excellent condition; choice two.
LAMBS of Wood Green (Established 1897); 100 guaranteed cars; exchanges; hire purchase: 421-423, High Road, Finchley. Finchley 6222. (C3083

1954 series II Morris Oxford saloon; green; green interior; fitted heater; a beautifully maintained car throughout. £585.—Coles Garages Ltd., 42, Worple Rd., S.W.19, Wimbledon 0195 and 13-14, Castle Parade, Ewell 2393. (C1054

1953 (July) Morris Oxford; Clarendon grey/red leather; heater; 26,000 miles; a one owner car and in exceptionally clean condition. £470.
ALTWOOD GARAGE, Altwood Road, Maidenhead. Tel.: Littlewick Green 70; evenings and weekends, Littlewick Green 3076. (C1107

1955 (March) Morris Oxford series II de luxe saloon; an outstanding specimen; finished black with red leather; heater; as new inside and out; 8,000 miles only; taxed year. £645.
GORDON WHITE & CO. LTD., Austin House, Gerrards Cross 2077-8. (3010

1955 Morris Oxford Traveller; 15,500 miles; beige; red leather upholstery; radio; heater; Trico screen washers; radiator blind; Marshall fog lamp; twin wing mirrors; burglar alarm; spare unused; price required £750.
ALSO new unregistered Oxford Traveller; grey with red leather; available below list.
LAWRENCE, 51, Avondale Avenue, Esher. 'Phone Emberbrook 1719. (3102

MORRIS ISIS

BOON & PORTER LIMITED.
LATEST Isis saloon; 3,900 miles; unscratched. £795.
CASTELNAU, S.W.13 (Hammersmith Bridge). RIV 4444 (C1023

OLDSMOBILE

1951 Oldsmobile "88" 4-door sedan, left-hand drive, hyramatic drive (no gear or clutch), excellent condition and appearance, selling only for petrol economy; £650.—Robinson, Lower Goddards Farm, Henley-on-Thames, Turville Heath 223. (2486
PANTILES SERVICE GARAGE, Ltd., Guildford. Tel. 4326.
1947 (July) Oldsmobile Rocket saloon, heater, R.H. drive, first class condition; £395. (C3025

OPEL

£125. 1937 Opel 12 h.p. 4-seater Cabriolet. A delightful economical little car. Motors extremely well and has good hood, four nearly new tyres and three spares. Finished in cream cellulose. The pleasure of an open car with saloon car comfort, taxed. Terms if required.
BOB GLYNN, SPORTS CARS, 189, Pavilion Road, Sloane St., London, S.W.1. Tel. Sloane 4867. (C2098

PACKARD

1929 Packard 8, overdrive, radio, heater (recent £800 overhaul), £350.—Joe Thompson (Motors), Ltd., 91-95, Fulham Road, South Kensington, S.W.3. Kensington 4858. (C4028

DYNA PANHARD

UNREGISTERED type Z.1 streamlined saloon, 850cc works mileage, £675. Terms, exchanges.—Richards and Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. (C3041

DYNA PANHARD

DYNA, 1952 (reg'd 1951) 750 c.c., 4-seater Cabriolet, r.h.d., attractive, fast, economical, £435. Terms, exchange.—T. and F., 10, Winchester Mews, N.W.3. Primrose 2647. (3111

PEUGEOT

B. J. HUNTER, Ltd.
1955 Peugeot 203 saloon, very economical, fitted overdrive. £795. — 22-26, Cricklewood Broadway N.W.2. Gla. 6303/4. (C2040

PONTIAC

CASS'S MOTOR MART.
1950 (Nov.) Pontiac II Chieftan 2-door saloon, radio, and heater, unblemished, one owner, £695. Written guarantee.
3, Warren St., W.1. Euston 4110. (C1040

1951 Pontiac 4-door saloon, radio, heater, excellent car, £725.—Joe Thompson (Motors), Ltd., 91-95, Fulham Road, South Kensington, S.W.3. Kensington 4858. (C4028

PORSCHE

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts., Welwyn 461/2/3, offer:—
1956 (Oct., '55) Porsche 1600 Cabriolet, ivory, black hood, radio, mileage under 5,000, passed by factory at Stuttgart. Owner most reluctantly selling the best car he has ever owned, £1,950. Maximum H.P. (C1001

1954 1,500 c.c. drophead, leather upholstery, radio, many extras, 1,400 miles, one owner, £1,075.—S. & S. Motors, Bay. 1644. (C4090

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. Specialists in Porsche repairs and service. (0629/R

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton (Tel Elmbridge 3346) are the sole concessionaires for the southern half of Gt. Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1100cc sports cars. (0821/R

RAILTON

1946 Railton 8 cylinder drophead, by Harold Radford, bills available for £595. Superb car, offered at £345, terms, exchanges.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. (C1052

RELIANT

1951 Reliant van, £115.—Montroe Motors (N. H. Boswell), 91-95 Epping New Rd., Buckhurst Hill, Essex. Tel: 1171-2. (C3088

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4650. (0421/R

1954 Renault 750cc saloon, small mileage, one owner, £475.—Autosales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555/2155. (3082

1955 Renault 750 saloon, 3,000 miles, heater, as new, £550.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3095

295 gns. Renault 760, 1950 saloon, black, red leather, flashicators. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018

WILLIAM WINDEBANK—QUALITY CARS, offer:—
1954 Renault '750' saloon de luxe, low mileage, one owner car. A perfect example, £465.—454-456, London Rd., North Cheam, Surrey. Tel. FAIrlands 6283. (3113

A few bargains, used Renaults, mostly demonstration cars:—
1956 750 saloon, Ferlec automatic clutch, taxed, £630
1956 750 saloon, blue, as new, fully guaranteed £595.
1955 2-litre Fregate, green, with fawn leather, low mileage, taxed, £835.
1955 2-litre Fregate, grey with grey upholstery, £775.
Part exchanges welcomed.
ST. BOTOLPHS Garage, Distributors, N.E. Essex, W. Suffolk, Magdalen St., Colchester. Tel. 2833. (3116

1951 (October) Renault 760, in perfect condition, £335.
SCOTT CARS, 341/7, Finchley Rd., Hampstead 7779, 8676. (C4016

WELHAMS Renault Sales Service, Surbiton Hill Rd., Surbiton, Elmbridge 1873. Est. 1909, offer:—
1956 '750' saloon de luxe, Ferlec clutch, screen washer, taxed December, £635. (C4070

1952 Renault 750cc saloon, carefully maintained, £385.—Denham Service Station Ltd., Oxford Rd., Denham, Bucks. Tel. Denham 2266. (C1070

RILEY

G.E.
1936 9 h.p. special series, twin carburetter, Merlin 4-door 4 light sliding roof saloon, immaculate, Riley red, silver wheels, burgundy leather, matching accessories. Recent £500 overhaul, history available. Written guarantee, 198 guineas. Hire Purchase, part exchanges. — Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. (C2000

RUSSELL Motors offer:—
1955 model Riley Pathfinder, fitted sun roof, draught deflectors, radiator blind and other extras. £995.
RUSSELL Motors (Knightsbridge) Ltd., 47 Sloane St., S.W.1. Sloane 9288. (C3060

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. (0079/R

RILEY

GORDON & GLYNN (The Riley Centre).
THE Specialists who buy and sell pre-war Rileys only, offer:—
£245. 1937 Kestrel Sprite.
£235. 1937 Kestrel 1½-litre.
£245. 1937 Lynx 4-seater sports.
£155. 1934 Kestrel 9 h.p.
£155. 1936 Merlin 1½-litre.
£135. 1936 Special 9 h.p.
£85. 1930 tourer 9 h.p.
H.P. terms and exchanges, immediate insurance.
SPECIALIST repair service for Rileys only.
GORDON & GLYNN, 79, Cadogan Lane, Sloane St., S.W.1. (2 mins. Sloane Square Tube). Sloane 8326. (C2075

CLARKE & SIMPSON, Ltd., Riley sales and service, offer:—
2½-litre saloons.
C. & S. new Pathfinders, full range and special colours, immediate delivery.
C. & S. 1953 (August) silver streak/maroon. 26,000 miles, one owner. £795.
C. & S. 1953 (July) black/beige leather, heater, immaculate condition, £735.
C. & S. 1953 (June), black/beige, heater, rev. counter. Works maintained. £745.
C. & S. 1953 model (November 1952), black/brown, washers, heater, 37,000 miles; £685.
C. & S. 1952 (March), Silver streak/maroon, 29,000 miles, washers, covers, £665.
C. & S. 1950 (January) duo green/green leather, thorough overhaul, taxed, £495.
C. & S. 1949 (January), sun bronze, heater, very complete overhaul, £445.
1½-litre saloons.
C. & S. 1955 (January), black/maroon/biscuit leather, heater, 16,000, one owner, £945.
C. & S. 1953 (May), green/green leather, air conditioning. £745.
C. & S. 1947 (January), black/brown, engine overhauled. Considerably above average. £395.
YOU will always do better by making personal contact with Mr. Clarke or Mr. Simpson, 49, Sloane Sq., London, S.W.1. Sloane 4727. (C1048

£145. Riley 9 h.p. Monaco special series black saloon, 1937 model. PARK 8117. (3018

1956 Riley Pathfinder saloon, genuine 2,600 miles only, radio, Ripco condition, £1,215.
1954 Riley Pathfinder, brought up to 1955 specification, One owner, 12,000 miles. Ripco condition, £945.
1955 Riley 1½-litre saloon, radio, heater, one owner, 10,000 miles. Ripco condition. £975.
RIPCO Ltd. (Rileys Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. (C3052

2½ Riley, black saloon, 1948, covers, one owner, good condition throughout, trials welcomed; £355, exchanges.—B. Ringle, 46, Warren St., W.1. Euston 3375. (1083

ALLOW the official Riley dealers for the larger part of Warwickshire to know your requirements, new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel. 2146-7. (0446/R

1951 2½ saloon, many extras, fastidiously maintained, £525. Terms, exchanges.—Lockhart's Service Depot, Chiltern Rd., Dunstable. Tel. 114. (3043

£725. 1953 model Riley 2½-litre series 'RMF' saloon, written guarantee.—Sharwood Motors, 32, Uxbridge Rd., W.5. EALing 1475. (3105

1949 Riley 1½-litre saloon in black and beige with two tone hide upholstery. Twin Marchal lamps, Ace rimbellishers, £475.
R. K. HORTON, Ltd., Derby Rd., Watford. Tel. 5283. (3100

RILEY Lynx 1½, '36, recently resprayed, new hood fitted, well shod, £200 o.no.—Meredith, 84, Fellows Rd., N.W.3. PRI 8594. (2970

1954 (September) Pathfinder with sun roof, heater, whitewall tyres, one owner, immaculate, £950.—Tolworth Motors Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. (C4081

MAYFAIR COUNTRY CARS.—A selection of Rileys in superb condition; see panel advertisement.—7, George Yard, Grosvenor Square, W.1. Mayfair 0131. (C3008

1954 Riley Pathfinder. Blue with grey leather, bench type seat, radio, heater, mileage 10,000. Careful owner.—S. P. Broughton and Co. Ltd., Grove Garage, High St., Cheltenham. Telephone 2283. (3028

1953 Riley 2½-litre saloon, dark maroon, red leather upholstery, 25,000 miles, immaculate condition throughout, beautiful car, only wants seeing, £875.—The Wem. Motor Co. Ltd., Wem., Shropshire. Phone: Wem. 16253. (3063

1953 Riley 2½-litre RMF series saloon. Black/green trim, one owner, 22,000 miles from new. Fitted heater. Taxed to Dec. 31st. An immaculate and genuine car Part exchanges, terms arranged. £745
DEVONSHIRE MOTOR Co., Hunter House Rd., Sheffield 11. Yorks. Tel. 62119. (2994

£425!!! Riley 1½-litre saloon, 1947, one of the best we have ever handled, a genuine one-owner Riley, with excellent black coachwork, red leather interior. £65 bills available for engine reconditioning and tuning.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. (C1035

USED CARS FOR SALE

RILEY

BRADSTOCK MOTORS Ltd., offer:—
1950 Riley 1½ saloon, black, brown leather, fitted radio and heater, in excellent condition throughout, £495.—Chase Road, Epsom. Tel: Epsom 5698. (C1090

1949 2½-litre, green, reconditioned engine, heater. £395; 1948 1½-litre, black, excellent condition throughout, £395.
1952 1½-litre special finish in red/ivory, loose covers, twin spotlights, winkers, beautifully maintained and equipped, specimen car, £625.
L. F. WARD, Ltd., Grange Road Garage, Thornton Heath. Tel. Tho. 5646. (C4043

£555!!! 1951/2 Riley 2½ de luxe saloon, beautiful, small mileage condition. This we mean. See it and you will buy it.
LAMBS of Wood Green (established 1897). 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. (C2052

1952 2½-litre saloon, one owner, recorded mileage, 33,200, excellent throughout, £595. Terms, exchanges.—Richards and Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. (C3045

1953 Riley R.M.F. 2½-litre saloon, black, brown leather, fitted radio and heater, one owner, £775.
1946 Riley 1½-litre saloon, black, brown leather, nice condition, £395.—Gibsons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Phone: Highcliffe 2275. (3041

ROLLS-ROYCE

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JACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST official retailer in the world; please write for stock list.
JACK BARCLAY, Ltd., Berkeley Sq., Mayfair 7444 (open until 7 p.m.). (C1082/R

RIPPON.
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THE Northern Bentley and Rolls-Royce specialists always have a good selection of used Bentley and Rolls-Royce cars in stock.
WRITE, call or telephone.
RIPPON BROS., Ltd., Huddersfield 7070 (10 lines: also at
LEEDS, Bradford, Sheffield. (0905/R

CAR MART, Ltd.,
1938 Rolls-Royce 25/30 Barker 4-light saloon, sliding head, black and green with green upholstery, £825.
CAR MART Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. (C1039

RUSSELL MOTORS offer:—
1938 25/30 Roll-Royce Thrupp and Maberly semi-razor edge sports saloon. One owner since new. Exceptional car.
1934 Rolls-Royce 20/25 four light saloon by Hooper, with boot, exceptional mechanically, £465.
RUSSELL MOTORS (Knightsbridge) Ltd., 47, Sloane St., S.W.1. Sloane 9288. (C3060

P.B., Ltd., offer:—
1939 Wraith razor edged sedance by James Young, in superb condition, with excellent history.
1935 20/25 h.p. sport saaloon with division, by Freestone and Webb, semi razor edged, recent overhaul.
1935 20/25 h.p. sports saloon with division, by R.R. overhaul and in original condition throughout.
PADDON BROS., Ltd., 60, Cheval Place, South Kensington, S.W.7. KEN. 9477/8. (C3033

VINTAGE AUTOS offer:—
£595. Rolls 25, 1936/7, owner-driver saloon, engine and chassis just overhauled by Rolls agents and not yet run in, immaculate.
VINTAGE AUTOS Ltd., 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. (C4079

GUY SALMON AUTOMOBILES Ltd., offer:—
1937 Rolls-Royce Phantom III, owner-driver sports saloon by H. J. Mulliner, £785.—Portsmouth Road, Thames Ditton. Emberbrook 5551/2/3. (C4001

MANN EGERTON & Co., Ltd.
1954 Rolls-Royce silver dawn, automatic gear saloon, velvet green with fawn leather upholstery, 21,000 miles.
1953 Rolls-Royce sports saloon by Freestone and Webb. Black with blue leather upholstery, 14,000 miles.
MANN EGERTON & Co., Ltd., 14, Berkeley Street, W.1. Hyde Park 2073. (C2006

WEYBRIDGE AUTOMOBILES Ltd., Official Retailers of Rolls-Royce and Bentley cars.
1955 Rolls-Royce Silver Dawn saloon, silver and black, one owner, quite perfect. £3,950.
1951 Rolls-Royce Silver Wraith Hooper touring limousine, black with maroon hide, 19,000 miles only, a beautifully kept car and quite unmarked, £3,950.
WEYBRIDGE AUTOMOBILES Ltd., Weybridge, Surrey. Tel. Weybridge 232: (3048

1934 Rolls Park Ward, compact, attractive, good: £400.—Oliver, Tel. Peterborough 5915. (9324

OWNER-DRIVER, Oct. 1937, Hooper 30 h.p. sports saloon, boot, mileage 62,000, black, one owner, exceptionally attractive coachwork, £895.
JACK ALPE, 30, Oldbury Place, Marylebone, High St., W.1. Welbeck 1124. (C1103/1

EDWARDS & Co. (BOURNEMOUTH) Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. (8435

ROLLS-ROYCE

H. R. OWEN, Ltd
FROM our large and comprehensive stock we have chosen the following cars as examples:—
1955 Silver Dawn sports saloon with coachwork by James Young, finished in two shades of metallic bronze with brown hide upholstery, 11,698 miles, immaculate condition throughout.
1954 touring saloon by Park Ward, finished in grey and blue with blue hide upholstery, 12,019 miles, extras include cocktail cabinet, picnic tables, first aid box, as new.
WE are interested in the purchase of Rolls-Royce cars and we invite communications from owners who have such vehicles for disposal.
H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Tel. Mayfair 9060. (C3032

XXX 1936 Rolls-Royce 20/25. Fitted with most outstanding and extremely attractive 4-seater sports coupe body with commodious rear boot by Gurney Nutting. A really immaculate car, finished in black with blue lower panels and blue leather. Luxuriously equipped, ride control, discs, bumpers, very full interior equipment. Rolls-Royce service, history available. Must be seen to be appreciated. £725. Terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. 'Phone LANgham 0012. (C2003

1933/4 Rolls-Royce 20/25 Sportsmans Park Ward saloon, this car is fitted with a really exceptionally pretty bodywork with large sweeping rear-opening boot, full 4-door 4-seater, finished in unblemished black with gold waistline, the interior is upholstered in best quality real brown hide and is unmarked, carpets to match, this car has just been checked and specially tuned for petrol economy and fitted with new Solex carburettor giving 27/28 m.p.g. at normal cruising speeds, a really specimen example which with care will definitely last a lifetime. £425. Terms, exchanges.
MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester 6. Pen: 3457. (C3000

CHIPSTEAD MOTORS, Ltd., offer:—
£445. 1935, 25 h.p. sports saloon, excellent condition, choice of two.
COUPE (Sedanca), 1938, 30 h.p., most beautiful car, R.R. history available, radio, heater, passlamps, discs, bumpers, etc.
CHIPSTEAD MOTORS Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. (C1046

MASCOT MOTORS Ltd., the firm with service after sales, offer the following:—
1939 Wraith 7-seater by Windover, leather throughout, f.f. occasionals, £1,350.
1938 30 h.p. Barker semi-razor edge sports saloon in black and grey. £895.
1937 30 h.p. Windover limousine, 68,000 miles only, £695.
1936 30 h.p. Arthur Mulliner, fixed head coupe, £700.
1936 25 h.p. Croall 2-door fixed head coupe in black and grey, £650.
1935 20/25 h.p. H. J. Mulliner sports saloon, with radio and heater, £650.
1933 20/25 h.p. Windover sports saloon, £400.
1927 20 h.p., with 1939 Southern Motors sports saloon body, £400.
AND many others undergoing reconditioning.
ALL cars guaranteed for three months. 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. (C3007

JACQUIER Ltd., offer 1939 registered February P.III. C.P. series, Gurney Nutting saloon. Electric division. Must be seen. £725.
1936 25/30 James Young saloon, drop division, excellent condition, £665.
1936 20/25 Gurney Nutting, owner driver saloon, with drop division; good history; £695.
1935 20/25, Windover, owner driver saloon, £545.
Several others in stock.
JACQUIER Ltd., 225/7, Hammersmith Rd., London, W.6. Tel. Riverside 6677/8. (C2044

1950 Silver Wraith sin. model Gurney Nutting sedanca coupe or saloon, 5 seats, black and satin bronze, 24,000 miles, decarbonised, serviced Rolls June; £2,550 cash; photo; would take 1936 Rolls 25 h.p. O.D. saloon part payment, or 1955 Jaguar XK140 hard top.—Tel. Leamington Spa 478. (1742

1936 Rolls-Royce 20/25 sports saloon. Extensive overhaul. Taxed. £600.—Dr. Bartlett, Saffron Waldron 2327. (2714

1937 (Apl.) Phanton III. Black/hide trim. Radio. Special luggage grid. Mulliner Sedanca de Ville. £750
J. DAVY Ltd., 180/4, Kensington High St., W.8. WEStern 7181. (C1069

1947 Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner, black, one owner, really exceptional condition and excellent record. £2,350.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.
SERVICE: Works and Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. (C2010

1939 Wraith. Sedanca-de-ville by James Young. Black with brown leather and Bedford cord. History available. Excellent condition throughout.
S. P. BROUGHTON and Co., Ltd., Grove Garage, High St., Cheltenham Telephone 2283. (3027

1938 Rolls-Royce limousine, face-forward occasionals, privately owned, nominal mileage. £795.—Clayton Cars (London) Ltd., 17, Bruton Place, London, W.1. Tel: Hyde Park 9184. (C1050

ROLLS-ROYCE

JACK OLDING & Co. (MOTORS) Ltd., official Rolls-Royce and Bentley retailers offer from their selection of used Rolls-Royce cars:—
1953 Rolls-Royce "Silver Wraith" Park Ward touring saloon. Shell grey and velvet green, grey hide, one owner, 18,500 miles, automatic, £5,350.
1947 Rolls-Royce "Silver Wraith", Freestone and Webb, 2-door saloon, grey and blue, grey upholstery, one owner, 29,000 miles, £2,250.
AUDLEY House, North Audley St., W.1. Mayfair 5242. (C3030

1935 (May) Rolls-Royce 20/25, owner-driver, sports saloon, by H. J. Mulliner. Grey/maroon hide, heater, twin spotlights, etc., in beautiful condition throughout, taxed year, £585.
ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel: Littlewick Green 70: evenings and week-ends. Littlewick Green 3076. (C1107

A. & S. Rolls-Royce Wraith limousine, Park Ward, with partition and face forward occasionals, leather throughout, original faultless condition, mileage 23,000, history available. £1,575. See also under Limousine column.
ALPE & SAUNDERS. (Limousines purchased), Providence Court, North Audley St. Mayfair 2941. (C1006

THE SOUTHERN MOTOR Co. specialise in all owner-driver Rolls-Royce models and have a range of Replicas (modern coachwork) at prices from £400/£600.
WORKS, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport), Office, Gillan Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 437. (0354

1933 (Sept.) Rolls-Royce 25 h.p. 7-seater, face forward limousine. Black, very clean and ready for immediate use; £250 or £125 dep.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024

ROLLS Ph. III saloon by Barker. Most attractive lines. Swept tail with built-in trunk. Black coachwork with brown leather upholstery. Absolutely unmarked, overhauled, disc wheels, radio, twin tone horns, sliding roof, 62,584 miles.
METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. (C3064

LIMOUSINE, 1951 Silver Wraith L.H.D. Rolls-Royce, with column gear change and Park Ward streamlined coachwork. Electric division, wide face forward occasional seats, cloth in rear compartment, lavishly equipped. Mileage only 18,800. Excellent condition throughout, one owner. Present list price £7,945-17-0, our price £3,250.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. EUS. 4466. (C3028

LIMOUSINE, 30 h.p., 1936, outswept back, forward occasionals, leather throughout, excellent, £595.
LIMOUSINE, 25 h.p., 1934, Hooper, forward occasionals, good chassis, excellent coachwork, £385.
JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. (C1103

ROLLS-ROYCE 25/30, 1938, full razor edge saloon, by Freestone and Webb Ltd., just overhauled, £935; also 1937 25/30 H. J. Mulliner, £845; 1934 20/25 by Thrupp and Maberly, £585; and 1935 20/25 James Young, £685, all owner-driver saloons. Guarantees, terms, exchanges. Rolls-Royce dropheads and saloons wanted.
SWANMORE GARAGE Ltd., 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. (Tel. 43344 and 43345 Southbourne). (C4024

HEARSES, Hearses, Hearses. From £1,450 complete, brochure available.
ALPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. (C1102

£495!!! 1935 Rolls-Royce 25 de luxe saloon by Barker, the most genuine condition Rolls that we have had, interior virtually unmarked, exterior spotless and 100 per cent condition throughout.
LAMBS OF WOOD GREEN (established 1897). 100 guaranteed cars; exchanges, hire purchase. 421-423, High Rd., Finchley. Finchley 6222. (C2052

G. & M. ALFREDS (1936) Ltd., 1935 Rolls-Royce 25 h.p. 7-seater, swept back, blue/blue leather, limousine, by Thrupp.—6-7, Warren St., W.1. Euston 3268. (C1005

ROLL-ROYCE Phantom III, close coupled limousine fitted with a very pretty 4-light body by Barker, with a large boot at the rear; this car has covered a very small mileage indeed since new and the interior and exterior are virtually without blemish, fitted with numerous extras, we suggest this to be one of the finest Phantom III's left in the county, offer at £995.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. (C1016

ROVER 10

1939 Rover 10 saloon, green, superb condition, £275. Terms.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. (3087

1939 Rover 10 h.p. sports saloon, very good condition, £265.—Tulse Hill Motors Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7105/6. (C4071

295 gns. Rover 10 1939 de luxe saloon, sliding head, leather, rebored, exceptional. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018

USED CARS FOR SALE

ROVER 12

1947 Rover 12 saloon, one owner, nominal mileage, excellent condition, inside and out, £350.—Beardmore, 26, Queensway, W.2. Bayswater 0136. (C1015

£285!!! 1939 Rover 12 de luxe saloon, beautiful rare condition.

LAMBS OF WOOD GREEN (established 1897), 100 guaranteed cars: exchanges, hire purchase; 421-423, High Rd., Finchley. Finchley 6222. (C2052

1938 Rover 12. Good condition, well maintained. Many extras, radio, heater, converted headlamps.—Hil 1260 (evenings 5511), 952, High Rd., North Finchley. £235. (2883

G. & M. ALFREDS (1936) Ltd., 1946 Rover 12 sports saloon, any inspection; 1947 Rover 12 saloon, considerably above average.—6-7, Warren St., W.1. Euston 3268. (C1005

IF you are seeking a truly specimen used car under £475, we would particularly commend to your attention a magnificent Rover 12 six light saloon. This car is in the outstanding condition that the Rover buyer looks for. Original, unmarked, black with grey wool cloth interior as new. Complete equipment including heater, spot lamps, clock, all tools, instruction book. One owner only, first registered Dec. 1947. A first class investment at £450. GORDON WHITE & Co., Ltd., Austin House, Gerrards Cross 2077-8. (3008

ROVER 14

£265!!! 1939 Rover 14 de luxe saloon, 3 owners, beautifully maintained, bargain price.

LAMBS OF WOOD GREEN (established 1897), 100 guaranteed cars: exchanges, hire purchase, 421-423, High Rd., Finchley. Finchley 6222. (C2052

1935 Rover 14 sports saloon, a quality car in good order, £95 or £47-10-0 down.—Brays Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1021

ROVER 16

£395.1947 sports saloon, exceptional condition throughout. £395.—Johnson and Brown, 268-270, High St., Bromley, Kent. Ravensbourne 8841-2. (C2073

ROVERS 60, 75 & 90

RUSSELL MOTORS offer:—

1948 (Sept.) Rover 60 sports saloon, exceptional condition, £495.

RUSSELL MOTORS (Knightsbridge) Ltd., 47, Sloane St., S.W.1. Sloane 9288. (C3060

ROVER "Ninety" 1955 (June), black-red, with host of extras, guaranteed genuine under 12,000 from new and always Rover serviced, taxed, spare and tools unpacked, bargain, H.P., £1,095.—Morris, 133, Green Lane, Morden. Phone: Mitcham 3687. (3034

DUNHAM & HAINES OF LUTON, offer:—

1955 Rover '75' saloon, black/brown, 8,000 miles.

1952 Rover '75' saloon, black/grey, 19,000 miles.

1948 Rover '75' sports saloon, maroon/maroon, radio.—Dunham and Haines, 46, Castle St., Luton 2100/1. (C1070

PHILLIP RICKARDS Ltd., offer:—

1954 Rover 60 saloon, Black/red, 10,000 miles, one owner, H.M.V. radio. Part exchange, deferred terms. —4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772/3. (C3051

GUY SALMON AUTOMOBILES Ltd., offer:—

1955 Rover 90 saloon, 10,000 miles only, £1,125.—Portsmouth Rd., Thames Ditton. Emberbrook 5551/2/3. (C4001

COOMBS & SONS, (GUILDFORD) Ltd., offer:—

LATE 1954 Rover 90 saloon, black/red hide interior, heater etc., 14,000 miles, entirely unmarked cond. £995.

COOMBS & SONS (Guildford) Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-9. (C1057

CLARKE & LAMBERT Ltd., of Eastbourne, Rover Specialists, offer:—

1954 Rover 90, Black, red upholstery, 17,500 miles, one owner, excellent condition. £995.

1954 Rover 75, ivory, red upholstery, 16,500 miles, one owner, immaculate, £945.

1953 Rover 75, black, red upholstery, 10,800 miles, one owner, first class condition, £895.

1952 Rover 75, black, tan upholstery, 29,000 miles, one owner, very good condition, £750.—Trinity Place Garage, 222 Terminus Rd., Eastbourne. Tel: Eastbourne 4060-1-2. (3107

1950 (November) Rover 75 P4 saloon, one owner, H.M.V. radio, heater, carefully used car in exceptional condition, £575. Terms, exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C3026

CENTRAL Garage (Croydon) Ltd., offer 1949 (Dec.) 50 model Rover 75 P4 saloon, finished black with red leather, heater, new engine just fitted, £585.—Fell Rd., Croydon, Surrey. Tel. Croydon 7464. (C1098/1

CENTRAL Garage (Croydon) Ltd., offer 1949 (Dec.) Rover 90 saloon, finished in black with green leather, 11,000 miles, heater. This car has been very carefully used; £1,050.—Fell Rd., Croydon, Surrey. Tel. Croydon 7464. (C1096

1954 (April) Rover 90 saloon, black/red, radio, rimbellishers, mirrors, immaculate, £995. — Salmons Garages, Ltd. Temple Bar 3338. (C4029

1954 Model 90 saloon, green, fitted with radio, £1,000.—Chitty, Diss, Norfolk. (3052

1948 Rover 60 saloon, in very nice condition, £475. —Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 5638. (C4059

ROVERS 60, 75 & 90

H. C. PAUL, Ltd.

1956 Model Rover 60 saloon, black/red, 2,000 miles, £1,135.

32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. (C3040

ROSE & YOUNG Ltd., offer:—

1956 Rover 90 saloon, works mileage only, fitted with overdrive, blue, £1,385.

65-69, Sternhold Avenue, Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464-8182. (C3057

HENLY'S offer with four months guarantee:—

1954 Rover 60 saloon, heater etc. Black with beige interior, one owner, very carefully used: £925.

1955 Rover 90 saloon, heater etc. Chassis undersealed, black with maroon interior, one owner. Superb throughout. £1,175.

HENLY'S Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. (2985

GAVIN FAIRFAX, Ltd., for Rover Sales and Service. FULL range for inspection and Rover 90 demonstration car available. Main Agents north-west Surrey. Virginia Water. Telephone: Wentworth 3154-5.

H. M. BENTLEY & PARTNERS, Ltd., offer:—

ROVER 90, 1954 (Sept.), duo grey, red leather, 4,500 miles, £1,050.

9, Albermarle St., W.1. Tel: Grosvenor 5551. (C2054

£795!!! 1953 Rover 75 de luxe saloon, only one owner, 30,000 miles, but looks and runs like 5,000, specimen throughout.

LAMBS OF WOOD GREEN. (Established 1897). 100 guaranteed cars. Exchanges, hire purchase. 421-423, High Rd., Finchley. Finchley 6222. (C2052

1956 Rover model features 75 de luxe saloon. Mileage under 500, unblemished, £1,295.—L.M.B. Motors, 142, Malmesbury Park Road, Bournemouth. Boscombe 33267. (C3090

1953 Rover 75, one owner, black/grey, seat covers, guaranteed, £775.—Campbell Symonds, Perivale. 4456. (C1037

BEARTS, of Kingston, Rover Specialists, sales, repairs.—102, London Rd., Kingston. Kingston 3348. (0080/R

1954 Rover 90, one owner, grey with red leather, really immaculate, guaranteed, £950.—Campbell Symonds, Wembley 6262. (C1037/1

1950 Rover 75. H.M.V. radio, heater, very carefully maintained, and in genuinely excellent condition; £575. Sloane 2478. (3083

£565!!! P.4 Rover saloon, 1951 model, black, blue leather interior, a fine car in first-class mechanical order.

£475!!! Rover 75 saloon 1949, spotless one-owner Rover, in specimen condition and virtually faultless faultless mechanically, runs like a 1955 car.

CHOICE of 2 Rover 75 Sports saloons, 1948, from £395.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for Catalogue. Showrooms open until 8 p.m. (C1035

1954 "90", with sun roof, low mileage, heater, one owner, immaculate, £975.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. (C4081

PRIDE & CLARKE Ltd., 1951 Rover 75 saloon. Heater, one owner. Excellent condition, £539.—Stockwell Rd., S.W.9. Brixton 6251. (C3068

1956 model Rover 90 saloon, black with red upholstery, one owner, 3,000 miles only, £1,295.—Herbert Robinson, Ltd., Cambridge. Tel: 4461.

1954 Rover 90 saloon, black with red upholstery, one owner, low mileage, £1,050.—Herbert Robinson, Ltd., Cambridge. Tel: 4461. (3098

1951 (October) Rover 75 saloon, colour black with brown leather upholstery, taxed December 31, one owner, genuine mileage 33,800; this car is in perfect mechanical condition.—MacVitie, Malvern. Tel. 300. (8191

1954 Rover 90 saloon, black and red leather, heater, and radio, 8,000 miles, carefully used by one titled owner; £995 secures.

W. J. BROWN, Ltd., 335, Finchley Rd., Hampstead, N.W.3. Hampstead 2254. (C1025

1955 Rover 90 saloon, green, one owner, 6,600 miles, H.M.V. radio. Ripco condition, £1,195.

1954 Rover 60 saloon, one owner, 9,000 miles. H.M.V. radio. Ripco condition, £945.

RIPCO Ltd. (Rovers Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. (C3052

ROVER 90, 1956, 1,500 miles only, colour green, H.M.V. radio, heater, overdrive, quite as new, cost £1,540, licenced, £1,350.—A.F.N. Ltd., London Rd., Isleworth. Hounslow 0011. (B2015

1954 (Sept.) Rover 75 saloon, black, red leather, H.M.V. radio, loose covers, one owner, serviced exclusively by Rover, superb condition, £950. Exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. BAYswater 4274. (C4035

1954 Rover 90, finished in dual grey, with red interior, fitted with radio and heater, 16,000 miles only, one careful owner from new; £995.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. (C1016

595 gns. Rover 75, Dec. 1951, P4 de luxe saloon, leather, heater, one owner, carefully used. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018

ROVERS 60, 75 & 90

1951 saloon, finished in green with grey leather. A one-owner car in excellent condition, £645.—K. J. Motors, Ltd., Bromley. RAV: 3456. (3066

1955 (July) Rover 75, genuine total mileage 3,000, colour grey, seen by appointment, offers.—Dixon's Garages, 134, West Hill, Putney, S.W.15. Putney 0396 (C1073

1954 (June) Rover 90 Sln., duo-tone grey, grey leather, H.M.V. push-button radio de luxe, heater, fog lamp, screen wash, one private owner, 14,372 miles only, brand new condition; £1,125; over £350 below today's cost.

McKINNON MOTORS Ltd., "Langham House", 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. (C3020

JACK ROSE Ltd., offer 1950 Oct. Rover 75 saloon in black, red hide. Very well kept, genuine car, at £550.—Stafford Rd., Wallington, Surrey. WAL 6677; Burgh Heath 2376. (C3056

LAND-ROVER

E

EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163-4. (0195/R

1955 Land Rover, 8,000 miles, as new, £460.—Jones, Lennox St., Bognor Regis 2188. (2858

GUY SALMON AUTOMOBILES, offer:—

1952 (Sept.) Land Rover, one owner, £325.—Portsmouth Rd., Thames Ditton. Emberbrook 5551/2/3. (C4001

LAND Rover, 1950, metal top, heater, accessories, excellent condition, £230 o.n.o.—Ransford, 23, Beechcroft Rd., Bushey, Herts. (3077

HARVEY HUDSON Ltd., the nation-wide Land Rover specialists, offer the following selection of late model Land Rovers. Six months guarantee, hire purchase.

1955 model Land Rover, 14,000 miles, outstanding condition, £465.

1954 model Land Rover, 16,000 miles, exceptional condition, £435.

1953 Land Rovers. Choice of three, from £375.

COUNTRY enquiries welcome. Representatives for all districts. High Rd., South Woodford, London E.18. WANstead 0056. (C2039

G. & M. Alfreds (1936) Ltd., 1952 Land Rover, hard top, power unit, privately used, considerably above average.—6-7, Warren St., W.1. Euston 3268 (C1005

ROVER MISCELLANEOUS

H

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151).

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MANCHESTER (Blackfriars 7843).

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NORTHAMPTON (Northampton 907).

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HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. (0029/R

SIMCA

1954 Simca, fitted with heater, in immaculate condition throughout. £550.—Scott Cars, 341/7, Finchley Road, Hampstead 7779, 8676. (C4018

1955 Chatelaine, 8,000 miles. £675.

1956 Simca Elysee. Latest type. 50 m.p.h., 37 m.p.g. Roomy saloon that holds the road and behaves as a well bred sports car. Useful saving on list price.

ANTHONY CROOK, Simca Distributors, High St., Esher, Surrey. (C1063

MILESTONES (SERVICE GARAGE), Ltd., Simca distributors North Kent.—Ask for demonstration; immediate delivery; exchange, terms.—306, Erith Rd., Bexleyheath. Erith 2469 and 2629. (0109/R

IF YOU are looking for a Simca Aronde, think about this one. 1955 Cambridge blue, excellent condition. First reasonable offer accepted. Why not phone Southampton 23220 for further details. (2894

SINGER

1955 (April) Singer Hunter, black/red leather, heater, screenwashers, etc.; guaranteed mileage 5,900 and literally as new; £740.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70 during day-time. (C1107

£195. Singer Le Mans 2-seater. This is the genuine Le Mans model and it is a real specimen in faultless conditionthroughout. Fitted twin S.U.'s and Scintilla mag., excellent hood and screens, good tyres, etc. Terms if required.

BOB GLYNN SPORTS CARS, 189, Pavilion Road, Sloane St., London, S.W.1. Tel. Sloane 4867. (C2098

SLOCOMBES, Ltd.

1949 Singer super ten, splendid one owner example, £289-10-0.—Unique guarantee. Terms, part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Willesden 4869 (C4017

1950 Singer S.M. 1500, guaranteed, £350, payments. —Oldfield, 386, Kensington High St., W.14. Wes. 6631 (C3029

USED CARS FOR SALE

SINGER

WARWICK WRIGHT Ltd., offer:—
1955 series Singer Hunter saloon, blue, blue upholstery, heater, 15,000 miles, £595.
WARWICK WRIGHT Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045

£365!!! 1947/8 Singer 9 sports roadster, beautifully maintained, specimen condition.
LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars: exchanges, hire purchase.—421-423 High Rd., Finchley. Finchley 6222. (C2052

645 gns. Singer Hunter, 1956 model saloon, grey, central gearchange, chromed embellishments, one owner, 3,900 miles, unworn spare. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018

SPORTS CARS

PC.
PERFORMANCE CARS Ltd. select from their stock of over 250 guaranteed new and used cars:—
ARMSTRONG Siddeley 16 h.p. Hurricane coupe, 1947, £325. 1950 Austin Sheerline saloon, £395.
AUSTIN A40 Countryman 1952, £425. 1937 Austin 10 Cambridge, one owner, £195.
AUSTIN 8, 1946, £295. 1948 Allard 71L tourer, £275.
ALVIS 4.3, green, 1938, £225. 1938 Alvis speed 25 saloon, £255.
ALVIS 17 h.p. saloon, 1938, £75. 1935 Aston Martin 1½-litre Le Mans tourer, £265.
ALFA Romeo 17/50 sports saloon, s/c, 1934, £155. 1931 Alfa Romeo 17/50 drop head, £145.
BENTLEY 4¼-litre Park Ward saloon, 1936, £395. 1935 Bentley 3½-litre Rippon saloon, £395.
BENTLEY 4¼-litre sports saloon, 1931, £195. 1928 Bentley 4½-litre Black Label 4-seater tourer, £295.
COOPER Rover 1500 c.c. aerodynamic, 1950, £495. 1950 Ford Pilot saloon, one owner, £325.
FORD Custom convertible, l.h.d., 1949, £625. 1949 Humber Super Snipe saloon, £295.
HUDSON Terraplane 17 h.p. saloon, 1939, £225. 1947 Jaguar 3½-litre saloon, £275.
JAGUAR 3½-litre saloon, 1946, £245. 1946 Jaguar 2½-litre saloon, £325.
LAGONDA V.12 drophead foursome, 1939, £395. 1939 Lagonda V.12 saloon, £495.
LAGONDA 4½-litre LG45 saloon, 1937, £225. 1955 Lotus-Ford Mk. VIII 1098 c.c. aerodynamic, £625.
LOTUS-FORD 1100 c.c. o.h.v., Mk. VI, 1954, £545. 1954 Lotus-Consul, 1500 c.c., Mk. VI, £575.
MORRIS Minor, o.h.v. convertible, 1953, £395. 1938 Morris series E. tourer, £215.
MERCEDES Benz type 500 saloon, 1936, £245. 1940 Riley 1½-litre saloon, £195.
RAILTON Straight 8 drop head, 1934, £145. 1951 Sunbeam Talbot 90 convertible, £445.
STANDARD 8 tourer, 1939, £145. 1954 Triumph TR2, black, two owners, £625.
TRIUMPH TR2, green, 1954, £595.
IMMEDIATE h.p. and insurance. Cars and motor cycles taken in part exchange, showrooms open from 9 a.m. to 7 p.m. weekdays and Saturdays. 11 a.m. to 4.30 p.m. Sundays and illuminated at night.
PERFORMANCE CARS, Ltd., Great West Rd., Brentford, Middlesex. Ealing 8841. (C3041

ROWLAND SMITH'S for Sports Cars.
795 gns. Austin Healey, 1955 super-sports 2-seater, overdrive, radio, heater, 5,700 miles.
695 gns. Triumph TR2, 1955 2-seater, heater, adjustable steering, one owner.
495 gns. Healey 1951 Silverstone 2-seater, red, close ratio gearbox, tonneau cover.
475 gns. M.G. Midget 1953 TD 2 seater, heater, luggage carrier, one owner.
325 gns. Frazer Nash B.M.W. 1938 2-litre 328 sports coupe.
325 gns. Lancia Aprilia 1939, 2/4 seater Farina sports convertible.
165 gns. Singer 9, 1940, 2/4 seater sports roadster.
145 gns. M.G. Magnette 1933 KI sports 4-seater, manual gearchange, magneto ignition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018

B. & G. MOTORS, offer:—
£250, Sunbeam Talbot 10, 1939 sports saloon, positively immaculate.
£225, Lagonda 4½-litre genuine Rapide drophead foursome, beautiful maroon coachwork, new hood, carpets, etc.
£185, Talbot 10, 1938 sports saloon, black.
£165, Wolseley Hornet Special, E.W. drophead, duo-blue, really well maintained car.
£160., M.G. 12 N. type Magnette, open 4-seater, black, new tonneau cover.
£140, M.G. 8 h.p. open sports 2-seater, spotless red cellulose, swept wings, slab tank.
£145, Mercedes Benz Stuttgart 200 sports saloon, alleged to be actual car on Stand 1935/6 Motor Show, unmarked cellulose, overdrive, maintained by works. The biggest bargain we have ever offered, superb vehicle.
£135, M.G. 8 h.p. open sports 4-seater, recently re-sprayed in British racing green, re-upholstered, new hood, new side screens and new mats fitted. Unrepeatable bargain, taxed.
£125, M.G. 8 h.p. J2 open sports 2-seater, blue, goes extremely well, sound hood, but paint work fair.
£125, M.G. 8 h.p. "J" type open 4-seater, green, twin carbs., etc.
£125, M.G. 8 h.p. open sports 4-seater, green.

SPORTS CARS

B. & G. MOTORS, offer:—
£80, Singer 9 Le Mans open 4-seater, red.
£75, Singer 9 Le Mans open 4-seater, red.
£75, M.G. 12 open 4-seater, black.
£69, Morris 8, 1937, semi-sports open 4-seater, very smart little car, goes jolly well.
MANY others, easy terms. Please note we do not give away gold watches, goats or lbs. of tea with our vehicles. We consider we give the best value for money.
B. & G. MOTORS, 194/8, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. (C1019

SLOCOMBES Ltd., for Sports Cars:—
1954 Aug. Austin Healey 100, cream, one owner, £745. 1954 Aug. Swallow Doretti, immaculate, red, low mileage, one owner, £825. 1953 XK120 fixed head coupe radio, heater, etc., £925. 1953 XK120 drophead coupe, white, new red vyanide hood, radio, heater, etc., immaculate, £985. 1954 XK120 fixed head coupe, white, wire wheels, twin exhausts, 2in. carbs., etc., £985. 1954 Dec. T.R.2. wire wheels, BRG, £475. 1949 Triumph 2,000 roadster, BRG fine mechanical order, £450.
UNIQUE guarantee, terms, part exchanges, cars or motor cycles.—38/52, Dudden Hill Lane, N.W.10, Willesden 4869. (C4017

COOPER-AUSTIN Hardtop 2-seater, 1953, 16,000 miles, one owner, twin S.U. A30 engine, 65/70 m.p.h. cruising with 35 m.p.g., resembles scaled down D.B.2, £415. Terms, exchanges.—Lockhart's Service Depot, Chiltern Rd., Dunstable. Telephone 114. (3046

STANDARD 8

G. & M. ALFRED'S (1936) Ltd., 1956 Standard 8 saloon, negligible mileage.—6-7, Warren St., W.1. Euston 3268. (C1005

GUY SALMON AUTOMOBILES Ltd., offer:—
1955 Standard 8 de luxe saloon, 8,000 miles, heater, £495.—Portsmouth Rd., Thames Ditton. Emberbrook 5551/2/3. (C4001

SIMPSON'S MOTORS (WEMBLEY) Ltd., English Car Sales Division, offer:—
1947 Standard 8 Saloon, £245.—355, High Rd., Wembley, Middx. Tel. WEMbley 4422. (C4015
1956 (March) Standard Super 8, Elfin green, brown leather, mileage under 500. New condition in all respects. Cost over £730. Really good value at £575. Exchanges, deferred terms.
JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W11. BAYswater 4274. (C4035
1955 Standard 8 de-luxe, 2,500 miles, heater, leather, as new, £495.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3095

N. Ireland. Standard 8, black, 1954, 28,000 miles, perfect order, heater, many extras, £360.—Ballymena 6239. (2991

£475, 1955 Standard 8 de luxe, grey with red upholstery, heater, one owner, very low mileage.—Makin and Harrison Motors, Ltd., 492-496, High Rd., Cheswick, W.4. Cheswick 0558 and 2619. (C3071/1

£199, 1946 Standard 8 tourer, grey. A beautiful little runner, in excellent condition.—Makin and Harrison Motors, Ltd., 492-496, High Rd., Chiswick, W.4. Chiswick 0558 and 2619. (C3071

£165, 1939 Standard 8 de luxe saloon, excellent condition, terms.—Autosnips, 5, High Rd., Balham. Tel: 1509. (C1009

1955 Standard 8 de luxe, heater, leather, as new, £450.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel: Colindale 3185. (C3095

365 gns. Standard 8 1954 model saloon, chromed radiator grille, excellent condition. Choice of 3. Terms, exchanges. Rowland Smith, below:—
245 gns. Standard-8 1947 saloon, sliding head, carefully used. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018

1955 (June) Standard Eight (Family). 6,900 miles. Salvador blue/red vynide. Spare wheel unused. An opportunity to purchase an "as new" car for a saving of approx. £100 plus, £450.
J. DAVY Ltd., 180/4, Kensington High St., W. 8. WEStern 7181. (C1069

1952 Standard Vanguard saloon, radio, heater, unmarked, £465.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3095

1948 Standard drophead coupe, grey, excellent original condition, £319.—Hatton Cross Garage, Gt. South West Road, Feltham, Middx. Tel. 2176. (C2092

STANDARD 10

W.
W. HAROLD PERRY, Ltd., 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621, offers:—
1954 (Dec.) Standard 10 saloon, green with red upholstery, recorded mileage 8,000, heater, immaculate condition, £525. 'Our Hire Purchase terms are now 5% for 12 months'.
W. HAROLD PERRY, Ltd., 1105-1111, High Road, Whetstone, N.20. Tel. Hillside 6621. (C3042

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:
1955 Nov. Standard Super 10 saloon, dual colour, blue/black, red leather, radio, heater, Ace rimbellishers, taxed, under 2,000 miles, in immaculate condition. £650.
1954 Oct. Standard 10 saloon, grey, red leather, radio, heater, low mileage. In showroom condition; £500.
BERKELEY SQ., LONLON, W.1. GROSVENOR 4343. (3054

STANDARD 10

RAYMOND WAY.
RAYMOND WAY, East London Branch.
1955 de luxe saloon, black with red leather, many special extras include heater, Ace rimbellishers, long range headlights, twin Notex spots, special rad. grille, twin mirrors, etc., etc. One owner, low mileage, 6 months' written guarantee, 519 gns. or easy hire purchase terms.
EASY hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre and post-war cars to choose from.
RAYMOND WAY, 773, High Rd., Seven Kings. Tele. Seven Kings 4066. (3022

PHILIP RICKARDS Ltd., offer:—
1955 Standard 10 saloon, elfin green, red leather, heater, taxed for the year, 3,500 miles only. Part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772/3. (C3051

ACLAND & TABOR Ltd., welwyn By-Pass, Herts., Welwyn 481/2/3, offer:—
1956 (Oct. '55) Standard 10 'Good Companion', green, under 2,000 miles, one owner, £675. Also 1955 Standard 10, blue, heater, £535. Also 1947 Standard 12 saloon, black, carefully maintained, £265. Maximum H.P. (C1001

495 gns. Standard 10, 1955 saloon, Salvador blue, one owner, exceptional. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018

1955 (Dec. 1954) Standard 10 saloon, duo colour, fitted heater, H.M.V. radio, mirrors, mascot, etc., 8,000 miles, one owner only. Most attractive and immaculate; £525.—Gordon Cars (London) Ltd., Highfield, Golders Green Rd., N.W.11. Spe 9761. (C2023

1955 saloon, black with red leather, fitted heater and Ace rimbellishers. One owner car, supplied and maintained by us; £530.—K. J. Motors Ltd., Bromley. RAV: 3456. (3069

1955 Standard 10, radio, heater, many other extras, 7,600 miles, like new, £535. Terms, exchanges.—Richards and Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. (C3045

STANDARD 12

1946 Standard 12 saloon, guaranteed. £195.—Oldfield, 386, Kensington High St., W.14. WES: 6631. (C3029

STANDARD 14

£295. Genuine opportunity. 1948, 14.—A.Z. Motors, Palmerston Rd., N.W.6. MAI 4723. (C1011

STANDARD VANGUARD

CAR MART, Ltd.
1953 Standard Vanguard saloon, heater, £465.
CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. (C1039

L. F. DOVE offer:—
1954 Vanguard Phase II saloon, dual blue grey, one owner, radio, heater, overdrive, £595.—69, The Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077

BERKELEY SQ. HOUSE GARAGE Ltd., offer:—
1953 Vanguard Phase II saloon, black, red leather overdrive, heater, two spotlamps, loose covers, in excellent condition, £525.
BERKELEY SQ., LONDON, W.1. GROSVENOR 4343. (3055

A. Z. MOTORS offers 1952 Vanguard saloon, fitted heater, screen shield, perfect condition, £395!!!.—Palmerston Rd., N.W.6. Tel. Mai. 4723. (C1011

VANGUARD Phase II saloon, works mileage, only £750.—Sidney Marcus Ltd., 33, Sloane St., S.W.1. Tel: Belgravia 3721. (C3006

£395!!! 1951 Vanguard saloon, magnificent specimen, fitted with a host of extras, radio, heater, windshield, seat covers, etc., £150; recent overhaul, superb bargain.—G. S. Hall Ltd., 302/6, Kings St., Hammersmith, W.6. RIVerside 2881. (2100

1950 (Sept). Vanguard. Grey/grey leather, radio, heater, link mats, loose covers, £325.
J. DAVY, Ltd., 180/4, Kensington High St., W.8. WEStern 7181. (1069

495 gns. Standard Vanguard, late 1953, phase II saloon, blue, heater, one owner, excellent condition. Terms, exchanges. Rowland Smith, below:—
325 gns., Standard Vanguard, November 1949, saloon, gunmetal grey, very good condition. Choice of 6 Vanguards. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018

£398 Standard Vanguard, 1951, leather, heater, excellent mechanically, choice 3. Many others.—Benmotors, 1 Clarendon Rd., W.11 (50 yds. Holland Park Tube). Park 5066-7 and Park 2971. (C1017

1952 Vanguard, recellulosed black, one owner, leather, heater, genuine 25,000 miles, guaranteed, £475.—Campbell Symonds, Wembley 6262. (C1037

STANDARD Vanguard Estate, 1950, one owner, leather upholstery, sound condition, £325. Phone Amb. 0111 from 9 to 10.30 a.m. or 5.30 p.m. to 7.30 p.m. (3078

VANGUARD. Dec. 1951, one owner, 43,000 miles, excellent condition, £365. Rav. 4229. (3005

1950 (Sept.) Standard Vanguard saloon, black/beige leather, heater, £360.
ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel: Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. (C1107

USED CARS FOR SALE

STANDARD VANGUARD

1952 Vanguard, black, heater, one owner, genuine 19,000 miles only, £465.—Brent Cross Garage, Hendon Way, N.W.4. Speedwell 1196. (C1097

1951 Standard Vanguard saloon, leather, £355.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3088

1953 Vanguard saloon, guaranteed, £400; also 1950 Vanguard, guaranteed, £310; payments.—Oldfield, 386, Kensington High St. W.14. WES. 6631. (C3029

1955 Vanguard saloon, 10,000 miles, radio, heater, £625.—Joe Thompson (Motors) Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. (C4058

1949 Standard Vanguard saloon, grey, £325.—Hale Motors Ltd. Tot. 7771 (4 lines). (C2077

1952 (July) Vanguard, 35,000 miles, one owner, grey/red upholstery, 25 m.p.g., immaculate, £425.—44, St. Martin's Approach, Ruislip. Phone 2867.

1952 Vanguard, o/drive, heater, 1 owner, 18,000 miles, £435. Terms, exchanges.—Richards and Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. (C3045

STUDEBAKER

PRIVATE owner is forced through illness to sell really perfect light blue Studebaker Commander with Farina body. New whitwall tyres and modified brakes, registered in Aug. 1955, H.P. and/or P.E. would be considered.—Write Box 0656. (2993

SUNBEAM

ROSE & YOUNG Ltd., offer:—
1955 Sunbeam drophead coupe, fitted radio, heater and overdrive, low mileage, one owner, immaculate condition. £925.—65-69, Sternhold Avenue, Streatham Hill, S.W.2. (1 min. Streatham Hill Stn.). Tulse Hill 6464 and 8182. (C3057

TOM GARNER Ltd., offer:—
1956 Series Sunbeam Mk. III saloon, blue/grey, heater, overdrive, 2,000 miles only, £1,195.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020

WARWICK WRIGHT Ltd., offer:
1955 Sunbeam Mark III overdrive saloon, black, red upholstery, radio and heater, 10,000 miles, £1,175.
1955 Sunbeam Mark III coupe, grey, red upholstery, heater, 10,000 miles, £1,145.
WARWICK WRIGHT Ltd., 150, New Bond St., W1. Mayfair 9761. (C4045

1955 (delivered Dec. 1954) Sunbeam Mk. III convertible, steel grey, red leather, Michelin X tyres, overdrive. One owner, 16,000 careful miles. An unusually good example priced at to-day's realistic value, £895. Exchnges, deferred terms.
JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. BAYswater 4274. (C4035

1955 Sunbeam Mk. III saloon, 14,000 miles, one owner, as new, Ripco condition, £985.—Ripco Ltd., (Sunbeams Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. (C3052

SUNBEAM-ALPINE

B. J. HUNTER Ltd.
1954 Sunbeam Alpine coupe, fitted extras, very fast, £845.—22-26, Cricklewood Broadway, N.W.2. Gla. 6303/4. (C2040

SUNBEAM-TALBOT

CHARLES FOLLETT Ltd., offer:—
1953 Sunbeam Talbot, Mk. IIa 90 sal., blue, heater, speedo reading 17,000 miles, serviced, £775.
3 Months guarantee, H.P. facilities and part exchange.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.
SERVICE: Works and Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5036. (C2010

1952 Sunbeam-Talbot Mark II drophead coupe. Finished green/red leather, radio/heater. In superb condition throughout, £495.
GORDON WHITE & Co., Ltd., Austin House, Gerrards Cross 2077-8. (3009

265 gns. Sunbeam-Talbot 10, 1940 sports saloon, sliding head, leather, excellent condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018

1951 (Oct.) Sunbeam-Talbot 90 saloon. Black/red, fitted heater, immaculate, £495. Part exchanges, deferred terms.—Millhall Service, 55, South Edwardes Square, (near Kensington High St.), London, W.8. WEStern 4351. (C3094

1951 (Sept.) Sunbeam-Talbot 90 drophead coupe, bronze/red, fitted radio and heater, immaculate, £495. Part exchanges, deferred terms.—Millhall Service, 55, South Edwardes Square (near Kensington High St.), London, W.8. WEStern 4351. (C3094/1

1948 Sunbeam-Talbot 2-litre saloon, black, reconditioned engine May 1955, good condition throughout, £350.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. (C1083

£295 Sunbeam-Talbot 2-litre, 14 h.p. sports saloon, 1947. Finished in pearl grey.
EXCHANGE your car for the economical Renault. We offer our part exchange and H.P. facilities, phone or write to:—Eric Hayes Ltd., 13, Bishops Bridge Road, W.2. (two mins. Paddington Stn.). Tel. Amb. 8266. (C2033

1951 Sunbeam-Talbot 90 Mark II saloon, one owner, radio, heater, excellent throughout, £485. Terms, exchanges.—Richards and Carr Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. (C3045

SUNBEAM-TALBOT

TOM GARNER Ltd., offer:—
1953 Sunbeam-Talbot 90 Mk. IIA saloon, Alpine Mist, heater, radio, nominal mileage, £745.
1954 Sunbeam-Talbot '90' Mk. IIA, convertible, gunmetal, heater, radio, many extras, nominal mileage, £785.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C20-20

WARWICK WRIGHT Ltd., offer:—
1954 Sunbeam-Talbot 90, Mark IIa, convertible, dark green, green upholstery, radio and heater, 17,000 miles, £895.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045

CHIPSTEAD MOTORS Ltd., offer:—
MARK IIA 1954, blue mist/red, recorded mileage 20,000, heater, etc., unblemished throughout, £795.
CHIPSTEAD Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. (C1048

CLARK & LAMBERT, Ltd., of EASTBOURNE, offer:
1953 Sunbeam-Talbot 90 Mk. IIA, grey, grey upholstery, 7,900 miles, one owner, perfect, £775.—Trinity Place Garage, 222, Terminus Rd., Eastbourne. Tel: Eastbourn 4660-1-2. (3106

1954 Sunbeam-Talbot Mark 2A saloon, grey, red leather, heater, one owner, genuine 18,000 miles, as new, £775.

1952 Sunbeam-Talbot Mark 2, saloon, bronze, red leathr, radio and heater, one owner, £565.

1951 Sunbeam Talbot Mark 2 saloon, black, red leather, fitted £100 worth of extras, including radio and heater etc., £520.—Gibsons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Phone: Highcliffe 2275. (3042

£299, 1948 Sunbeam-Talbot 4-seater sports tourer, smart clean car, new hood, trial welcome. Terms.—Traynor Motors of East Ham. Gra. 2530/5834. (C4032

1950 Sunbeam-Talbot 90 convertible. In faultless and beautiful condition, £395.—Bruce France, 8a, Cromwell Mews, Sth. Kensington. Fla. 0513. (C2096

£525!!! 1951/2 Sunbeam-Talbot Mark II, de luxe saloon, beautiful condition throughout, only one owner. Below:
£595!!! 1952/3 Sunbeam Talbot Mark II de luxe saloon, undoubtedly the finest and most beautiful you can see. Bodywork virtually new, interior unworn, chassis 100 per cent.
£455!!! 1950 Sunbeam Talbot 90 sports saloon, only three owners. Immaculate and in 1954 condition.
LAMBS of Wood Green (established 1897). 100 guaranteed car, exchanges, hire purchase. 421-423, High Rd., Finchley. Finchley 6222. (C2052

TALBOT

175 gns. Talbot 1938 3-litre de luxe saloon, sliding head, leather, manual gearchange, radio, heater, good tyres, excellent condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018

TRIUMPH

H.P.G.
1955 T.R.2, one owner, 4,900 miles, spare unused, green and beige, heater, like new, £755. Terms, exchanges. Below:—
1949 Triumph 2000 roadster, authentic mileage, reconditioned engine, maintained by us. Faultless mechanically, unmarked champagne cellulose with red upholstery and new matching hood, heater, £465. Terms, exchanges.—Highams Park Garages Ltd., Beverley Rd., Highams Park, E.4. Larkswood 7208, Sunday 2031. (C1086

SLOCOMBES Ltd.
1953 Triumph Mayflower, immaculate, black, very fine condition throughout, £495. Unique guarantee. Terms, part exchanges, cars or motor cycles, 38-52, Dudden Hill Lane, N.W.10. Willesden 4869. (C4017

L. F. DOVE offer:—
1954 Triumph TR2, green, one owner, leather, heater, tonneau cover, £695.—69, The Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077

GUY SALMON AUTOMOBILES, offer:—
1953 Triumph Renown, overdrive, radio, heater, 27,000 miles, one owner, £585.—Portsmouth Road, Thames Ditton. Emberbrook 5551/2/3. (C4001

COOMBS & SONS (Guildford) Ltd., offer:—
1956 Triumph T.R.3, delivered against export order Dec. 16th, 1955, blue/red trim, overdrive, heater, tonneau cover, occasional seat, 2,000 miles only, as new, full guarantee, cost £1,125, will accept £940.
COOMBS & SONS (Guildford) Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-9. (C1057

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1949 Triumph Renown, immaculate, £365.—355, High Road, Wembley, Middx. Tel: Wembley 4422. (C4015

1953 Mayflower, green, heater, only 24,000 miles guaranteed, £495. — Campbell Symonds. Wembley 0262. (C1037

1949 Triumph 2000, grey, excellent condition, £395.—Central Garage, Ashford (Mdsx.). Phone 2051. (3074

1951 Triumph Renown saloon, one owner, £375; payments.—Vaughan, 17, Astwood Mews, S.W.7. Frobisher 1319. (C4073

1950 Triumph Renown, maroon, heater, two owners, £385.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. (C4067

TRIUMPH

NEWNHAMS, Ltd.
1952 Triumph Mayflower saloon. One owner. Excellent condition, £410.
NEWNHAM HOUSE, 235-245, Hammersmith Road, London, W.6. Riverside 4646 (9 lines). (C3024

A.Z. MOTORS, offer: 1950 Renown, beautifully maintained vehicle, £4 25.—Palmerston Rd., N.W.8. MAI 4723. (C1011

G. & M. ALFREDS (1936) Ltd., 1949 Triumph 2000 coupe, extras, above average.—6-7, Warren St., W.1. Euston 3268. (C1005

1954 Triumph T.R.2, red, 20,000 miles. Very good condition, £585.—J. Ashall and Son, Ltd., Windle City Garage, Moss Bank Road, St. Helens. Telephone 4630. (3058

TRIUMPH Roadster 2000, 1949, just resprayed, mechanically excellent throughout, reconditioned engine, radio, heater, washers, demisters. Ace rimbellishers; £455.—"Promptside", Totterdown Lane, Bleadon, Weston-Super-Mare. Phone: Bleadon 409. (2989

1949 Triumph 2000 saloon, grey, fitted heater, above average condition.—£365.—Coles Garages Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195 and 13-14, Castle Parade, Ewell 2393. (C1054

£398 Triumph 2000 Renown 1950, one owner, exceptional mechanically, body and interior. Many others.—Benmotors, 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube). Park 5066-7 and Park 2971. (C1017

£435, 1951 November Triumph Renown, finished in black and grey, a fine looking car.—Makin and Harrison Motors, Ltd., 492-496, High Rd., Chiswick, W.4. Chiswick 0558 and 2619. (C3071

695 gns. Triumph TR2 1955 super-sports 2-seater, BRG, heater, adjustable steering, one owner, exceptional. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018

1955 Triumph TR2, green. Absolutely as new, 7,000 miles, very carefully driven. £715 or part exchange saloon car.—Jackson, Faringdon, Berks. 2237. (3117

XXX 1953 (May) Triumph Mayflower saloon, black with red upholstery, loose covers and heater. A really immaculate and quite outstanding example, £485. Written guarantee. Terms, exchanges.—H. F. Edwards and Co., 154, Gt. Tichfield St., W.1. Langham 0012. (C2003

TRIUMPH Renown, 1952. Black/beige interior, overdrive 2nd and top; twin foglamps, heater, screen washers, one owner car, meticulously maintained. Open A.A. inspection, £525.—T. C. Flory, 11, Park Avenue South, Harpenden 3330. (2974

1952 (July) Mayflower saloon, black/brown, heater, leather, one owner, 28,000 miles, spotlamp; £420.—Friary Motors, Old Windsor, Windsor 2002. (0173/R

1936 Triumph Vetelse 4-door saloon, black, mechanically and body good throughout, £75. — Kings Motors, 1, High Street, Hounslow 3532. (C2049

1948 Triumph 1800 roadster 3100, grey/blue, heater, £375. Owner going abroad.—A. K. Sanders, Cleevemont Bungalow, Evesham Rd., Cheltenham, Glos. (3000

1950 Mayflower, one owner, 34,000 miles, excellent condition supported by full service record, £340.—Walter, "Little House", Courtlands, Esher 4258. (3019

1949 Triumph 2000 roadster coupe. Pale blue, in outstanding condition, £425.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024

1952 Renown, choice of two one-owner cars, fitted radio, one fitted with overdrive; from £485.—K. J. Motors Ltd., Bromley. RAV: 3456. (3067

1955 TR2, one owner, low mileage, B.R.G. overdrive, tonneau cover, competition suspension, taxed, £735.—H.P. and exchanges.—Jones Garage, Syston, Leics. Syston 86257. (2579

ARCHIE SIMONS & Co., Ltd., 1953 Triumph Mayflower saloon, colour grey, leather upholstery, one owner, immaculate, £495.—93, Gt. Portland St., W.1. LAN. 1343. (C4013

UTILITY CARS

METROPOLITAN MOTORS.
400 miles only; delivery mileage; Bedford Dormobile, £695. — Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. (C3080

UTILITIES! Station Waggon! Estate Cars!!
THE finest selection in S.E. London including:—
VANGARD fitted special long body; three seater cab; 'for carriage greyhounds.' £310.
VANGUARDS standard type bodies, mostly one owner, from £250.
CHEVROLET 9 seater station waggon. American coachbuilt body, very smart, Dec. 1945. £300.
MORRIS Oxford 1948, taxi, very useful vehicle. £190.
TROGAN 10 hp 1949 utilibus, ideal workman's transport, 24 mpg. £145.
FORDSON 10 hp all metal utilities 7 seater bodies, ideal many purposes from £90.
STANDARD 12 hp utility, wooden body re-built by previous owner in 1953. £87-10-0.
HILLMAN 10 hp pick-up trucks 1947-9, from only £65.
KAY KAR SALES, Ekham 3610. (1796

CASS'S Motor Mart 1954 Volkswagen Microbus 9 seater; two-tone brown; one owner; written guarantee. — 5, Warren Street, W.1. EUSton 4110. (C1040

1948 Ford 10 cwt. utility. £165.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3088

USED CARS FOR SALE

UTILITY CARS

G. & M. ALFREDS (1936) Ltd., 1955 Bedford Estate Car, unmarked throughout.—6-7, Warren St., W.1. Euston 3268. (C1005/2

G. & M. ALFREDS (1936) Ltd., 1956 Standard Companion estate car, negligible mileage.—6-7, Warren St., W.1. Euston 3268. (C1005

1955 Fordson 10 estate car, green with brown upholstery, six-seater, speedo reading 12,000 miles, superb condicion. £465.
ELITE MOTORS (Tooting) Ltd., 951/961, Garrett Lane, Tooting, S.W.17. BAlham 1200 (50 lines). (C2005

1954 October Anglia van, converted with windows, one owner, 11,000 miles, superb throughout. £345.—Richards & Carr, 35, Kinnerton St., S.W.1. Belgravia 3711 (C3045
ESTATE CARS, Ltd., 221, Upper Richmond Rd., S.W.15 Putney 2276-7. Specialists purchase and sale of utilities. 9-7 weekdays, 9 a.m.-2 p.m. Sundays (0571/R
BUNTINGS MOTOR EXCHANGE for Utilities, all makes. Bradford Specialists, list on request.—Bonnersfield Lane, Harrow. Tel. 6225-6. (0631/R
BEDFORD Dormobiles by Martin Walter; a few low mileage models in stock.—Mosquitos (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2201-2. (C3018

1953 Bradford Utility; engine reconditioned; in very nice condition; mileage 27,000. £245.—Gordon Woodeson, 68a, Drewstead Rd., S.W.16. Streatham 6638 (C4059

1947 Morris 15 cwt. van in good condition; taxed; drive away; £150 or £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024

A.Z. MOTORS, offer:—1953 Vanguard; genuine estate care. £475. Also 1951 A70 coachbuilt wooden Countryman. £350. Also 1947 Ford Utilicon. £175. Also 1953 Minx estate car. £500.—Palmerston Rd., N.W 9 MAI 4723. (C1011

565 gns. Hillman Minx September 1954 phase VII estate car; heater; one owner; small mileage; unmarked. Terms, exchanges.—Rowland Smith, below:—
145 gns. Jowett Bradford 1950 4-seater utility; sliding windows; rear entrance; removable seating; very good condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. C4018

VAUXHALL 10

£295!!! 1946 Vauxhall 10 de luxe saloon, immaculate specimen motor car, choice also of 1939 Vauxhall 10 and 1947 models.
LAMBS of Wood Green (established 1897), 100 guaranteed cars, exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. (C2052

£185, 1938 Vauxhall 10 saloon, excellent condition, terms.—Autosnipe, 'S, High Road, Balham. Tel. 1509. (C1009

£149. 1938 Vauxhall 10 saloon, genuine bargain.—G.P. (Balham), Ltd., 2b, Balham Hill, Balham, N.W.12 (100 yards Clapham South Underground). Batt. 1107. (C2024

VAUXHALL 12

£325 Vauxhall 12, 1948 saloon, superb body and interior, excellent mechanically. Many others. — Benmotors, 1, Clarendon Road, W.11. PARk 5066/7 (50 yds. Holland Park Tube). (C1017

£345!!! Jan., 1948 Vauxhall 12 h.p. de-luxe sln., completely reconditioned black last week and fitted brand new set of Tygan loose seat covers, excellent tyres and in extremely good condition all-round.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. (C1035

VAUXHALL 14

1939 Vauxhall 14 h.p. J type saloon, £195.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7105/6. (C4071

1934 Vauxhall 14, in excellent condition, reconditioned engine recently fitted, £85.— Forge Garage (Petersham) Ltd., 192, Petersham Rd., Petersham, Surrey. Ric. 1854. (C2011

1947 Vauxhall 'J' 14. Fitted new pistons and bearings, £285.
THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford. 'Phone 67227/8. (C3090

SLOCOMBES Ltd.
1954 (November) Standard 10, grey, excellent throughout. £487-10-0. Unique guarantee, terms, part exchanges, cars or motor cycles.—38/52, Dudden Hill Lane, N.W.10. Willesden 4869. (C4017

VAUXHALL WYVERN

D. J. HUNTER, Ltd.
1956 Vauxhall Wyvern saloon, very small mileage, £725.—22-26, Cricklewood Broadway, N.W.2. Gla. 6303/4. (C2040

1951 Vauxhall Wyvern, black with brown leather interior, heater, very good condition throughout, £385.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8092. (C2019

SOLOCOMBES, Ltd.
1954 Vauxhall Wyvern, green, fitted heater, upmarked, excellent order throughout, one owner, £575. Unique, guarantee, terms, part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Willesden 4869. (C4017

H. A. SAUNDERS, Ltd., offer:—
1954 Vauxhall Wyvern saloon, metallic grey, red upholstery, recorded mileage, 13,940. £535.
H. A. SAUNDERS, Ltd., 836-842, High Road, N.12. Hillside 5272 (8 lines). (C4092

VAUXHALL WYVERN

GUY SALMON AUTOMOBILES, offer:—
1954 Vauxhall Wyvern, 23,000 miles, heater, £515.—Portsmouth Road, Thames Ditton. Emberbrook 5551/2/3. (C4001

1955 Wyvern, heater, in new condition, £645 or exchange cheaper car.—Tel. 68853 Southampton. (2578

1953 Vauxhall Wyvern, heater, radio, etc. 100% throughout. Guaranteed. £500.—Campbell Symonds Ferivale 4456. (C1037

1955 Vauxhall Wyvern, small mileage, £625. — Parsons and Parsons (Garages), Ltd., Potter St., Harlow. Potter Street 121. (C3038

1955 Vauxhall Wyvern, low mileage, heater, £595.—A. Owen (Hendon), Ltd, The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3095

KENTISH & THOMSON, Ltd., 1954 Vauxhall Wyvern, black, heater, one owner, £555 — 564, Wickham Rd., Croydon. Springpark 3477 (C2047

526 gns. Vauxhall Wyvern 1954 saloon, metallichrome green, heater, carefully used. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018

VAUXHALL VELOX

W
W. HAROLD PERRY, Ltd., 1105-1111 High Road, Whetstone, N.20. Tel. Hillside 6621, offer:—
1954 Vauxhall Velox saloon, grey with red upholstery, mileage 17,500, heater, windscreen washers, seat covers, foglamp, excellent condition. £565. Our hire purchase terms are now 5% for 12 months.
W. HAROLD PERRY, Ltd., 1105-1111 High Road, Whetstone, N.20. Hillside 6621. (C3042

A.1. AT BROWNS.
1954 Vauxhall Velox saloon, black with red interior, heater and many extras. £595.—W. J. Brown, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. (C1025

PHILIP RICKARDS Ltd., offer:—
1954 (Sept.) Vauxhall Velox saloon, forest green, radio, heater, etc., 12,000 miles, one owner. Part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. GROSvenor 4772/3. (C3051

WARWICK WRIGHT Ltd., offer:—
1955 Vauxhall Velox saloon, grey, red upholstery, heater, 11,000 miles, £675.
WARWICK WRIGHT Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045

1954 Velox, grey, one owner, heater, guaranteed, choice of two, £575.—Campbell Symonds, Wembley 6262. (C1037

1955 Vauxhall Velox, 19,000 miles, one owner, radio and heater.—A.F.N. Ltd., London Road, Isleworth. Hounslow 0011. (C2015

£495. 1953 Vauxhall Velox, black, one owner, spotless, heater.—Haverstock Garage, 56, Haverstock Hill, N.W.3. Gullivver 2422. (C2093

1951 Vauxhall Velox saloon, black, well maintained; £325.—Wood and Lambert Ltd., 49, Stamford Hill, N.16. (STA 2434). (C4093

£335, 1949 (Sept.) saloon, one elderly owner, maintained by us since new. Terms, exchanges.—Lockhart's Service Depot, Chiltern Road, Dunstable. Telephone 114. (3045

1953 Velox, 18,000 miles, beige, one owner, £485.—Joe Thompson (Motors) Ltd., 91-95, Fulham Road, South Kensington, S.W.3. Kensington 4858. (C4028

595 gns. Vauxhall Velox 1955 saloon, Kingfisher blue, heater, one owner, small mileage. Term. exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018

GUY SALMON AUTOMOBILES offer:—
1954 Vauxhall Velox, one owner, heater, £550.—Portsmouth Road, Thames Ditton. Emberbrook 5551/2/3. (C4001

PRIDE & CLARKE Ltd. 1955 Vauxhall Velox saloon, 9,000 miles, heater, covers, one owner, £639. 1954 low mileage, heater, radio, £539. 1953, heater, £499. 1952, heater, £439.—Stockwell Rd., S.W.9. BRIxton 6251. (C3048

1954 (model) Vauxhall Velox, radio, heater, many extras, £525.
1954 Vauxhall Velox, low mileage, radio, heater, as new, £615.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel: Colindale 3185. (C3095

1951 Vauxhall Velox, black, brown leather, radio, heater, £400.
DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. (C1075

G. & M. ALFREDS (1936) Ltd., 1956 Vauxhall Velox saloon, negligible mileage.—6-7, Warren St., W.1. Euston 3268. (C1005

1954 model Velox, 18,700 miles, one owner, many extras, £535.—Richards and Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. (C3045

VAUXHALL CRESTA

H. C. PAUL Ltd.
1955 Model Vauxhall Cresta saloon, grey/cream, 5,000 miles, one owner, £695.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. (3040

COOMBS & SONS (Guildford) Ltd., offer:—
MID. 1955 Vauxhall Cresta saloon, 12,000 miles only, heater, radio, loose cover etc., special black and cream finish, £695.
COOMBS & SONS (Guildford) Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-9. (C1057

VAUXHALL CRESTA

1955 model Cresta, grey and white, radio, unblemished, one owner, guaranteed, £750. — Campbell Symons. Wembley 6262. (C1037

1955 Vauxhall Cresta saloon, grey/blue with grey/blue upholstery, one owner, low mileage, £725.—Herbert Robinson Ltd., Cambridge. Tel: 4461. (3096

1955 (Mar.) Cresta. One owner, 9,682 miles. Cream on red/ivory and red hide. An exceptionally well maintained example of this fully equipped car. £735.
J. DAVY Ltd., 180/4, Kensington High St., W.8. WEStern 7181. (C1069

1955 (April) Vauxhall Cresta, 9,000 miles only, fitted heater and radio, new condition in every way, £715.
EXCHANGE your car for the economic Renault. We offer our part exchange and H.P. facilities. Phone or write to ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Ambassador 8266. (C2033

VAUXHALL MISCELLANEOUS

S.
SHAW & KILBURN, Ltd., for Vauxhalls.
IT is important that the car you purchase is in excellent condition throughout.
SELECTION of such modern Vauxhalls at 4-8, Berkeley Sq., W.1. Grosvenor 4328. (0018/R

1946 (Apl.) 'J' type 14, one owner, black/brown leather. A fair example of this very popular model. £195.
J. DAVY Ltd., 180/4, Kensington High St., W.8. WEStern 7181. (C1069/1

CAR MART Ltd.
1955 Vauxhall Wyvern saloon, £635.
1954 Vauxhall Velox saloon, radio, heater, £625.
CAR MART Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6800. (C1039

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W.M.
WELBECK MOTORS for Volkswagen.
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1954de-luxe saloon, one owner, several extras, £635.
1955 de-luxe saloon, one owner, £660.
1956 4-door 15 cwt. van, one owner, 6,000 miles, £545.
DAVIES MOTORS, Ltd., 273, London Rd., Staines. 4211/5. (C1080

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts., Welwyn 481/2/3, offer:—
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1953 Volkswagen de-luxe, excellent condition throughout, blue, £485.
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1955 (February) de-luxe Volkswagen saloon, strato silver, many extras, one owner, always properly maintained, immaculate condition, £600.—A.F.N., Ltd., London Road, Isleworth. Hounslow 0011 (C2015

£545 Volkswagen de-luxe 1954 saloon, condition as new, distributor maintained. Many others.—Benmotors, 1, Clarendon Road, W.11 (50 yds. Holland Park Tube). Park 5066-7 and Park 2971. (C1017

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin-Healey.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R

J. H. BARTLETT will pay more for good Austin-Healeys.—27 Pembridge Villas, W.11. (W1013

CASH immediately for good Austin-Healey.—H. F. Edwards, 154 Great Titchfield St., London, W.1. Tel. Langham 0012. (W2003

Austin-Healey Spares and Service

FOR specialised Austin-Healey service bring your car to the Donald Healey Motor Co. Ltd.; Le Mans tuning kits and high-compression pistons available.

SERVICE: Donald Healey Motor Co. Ltd., Warwick. London showroom: North Audley House, 42 North Audley St., W.1. (0088/R

Bentley Cars Wanted

C
M

CAR MART, Ltd., official retailers, are anxious to purchase Bentley cars and will pay attractive prices for those to exceptional condition.

CAR MART, Ltd., Gloucester House, 150 Park Lane, W.1. Grosvenor 3434. (0958/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R

CASH immediately for good Bentley.—H. F. Edwards, 154 Great Titchfield St., London, W.1. Tel. Langham 0012. (W2003

USED CARS WANTED—SPARES AND SERVICE

Bentley Cars Wanted

GEORGE NEWMAN & Co. purchase for cash post-war Bentley cars.—369 Euston Rd., London, N.W.1. Euston 4466 (12 lines). (W3023
WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. (0540/R
WE will buy or part exchange your Bentley for a new one.—Loxham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. (0836/R
WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69 Westow St., Crystal Palace, S.E.19. Livingstone 3362. (0062/R
JACK OLDING & Co. (MOTORS) Ltd., purchase good used Bentley/Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 5242. Open 7 p.m. (W3030
DUNCAN HAMILTON & Co., urgently require modern low mileage Rolls-Bentleys standard steel, special bodies.—33 High Rd., Byfleet, Surrey. Byfleet 3101.

Bentley Spares and Service

A
SERVICE unequalled.
OFFICIAL repairers Bentley cars.
SERVICING or overhauls.
COACHWORK renovations and accident repairs.
SPARES, all models.—Tel. Flaxman 2223 (5 lines).
JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). (SI082/R
CHARLES FOLLETT Ltd., officially appointed retailers and repairers.
SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266.
SPARE parts.
SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (0593/R
JACK OLDING & Co. (MOTORS) Ltd., official Bentley/Rolls-Royce service, overhauls and renovations.—84-90 Holland Park Ave., Kensington. Park 5077. S3030
ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most favourable prices.—Comptons, 69 Westow St., Crystal Palace. Tel. Livingstone 3362. (0490/R

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.
RAYMOND WAY OF KILBURN (0827/R

Bristol Cars Wanted

J. H. BARTLETT will pay more for good Bristols. —27 Pembridge Villas W.11. (W1013
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
CASH immediately for good Bristol.—H. F. Edwards, 154 Great Titchfield St., London, W.1. Tel. Langham 0012. (W2003

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model); spares comprehensive stock, wholesale and retail.—161 Gt. Portland St., W.1. Langham 7733. (0144/R

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Gladstone 7677. (0071/R

Buick Cars Wanted

CASH immediately for good Buick.—H. F. Edwards, 28-34 Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W2001
SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms; Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (0303/R

Buick Spares and Service

BUICK sole concessionaires Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (0141/R

Cadillac Cars Wanted

JOE THOMPSON (MOTORS) Ltd., require Cadillacs,—91-95 Fulham Rd., S.W.3. Kensington 4858. (W4028
SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms; Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (0304/R
EXCHANGE 4½-litre Bentley Park Ward sports saloon, September, 1937, two owners from new, radio/heater, excellent condition, and cash adjustment for Cadillac convertible; must be ohv engine, 1949-52 model preferred, saloon considered; trade offers solicited.—Contact.
PEACH STREET GARAGE, 25 Peach St., Moss Side, Manchester. Tel. Moss Side 3959. After business hours telephone R. H. Waudby at Stockport 3327. (1368

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (0012/R

Chevrolet Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588. (1027/R

Chevrolet Spares and Service

CHEVROLET.—Concessionaires for the United Kingdom hold good stock of spares, same day service.—B. & C. Concessions, Ltd., 13/14 Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. (0677/R
CHEVROLET.—Spare parts and service for cars and trucks; the Chevrolet distributors with large stocks and prompt service.—Green Ace Motors Ltd., 301 Norwich Rd., Ipswich. Tel. Grundisburgh 300. (0801/R

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.
CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65 Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155. (0643/R

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.
CHRYSLER distributors, spares for all models, exchange reconditioned units in stock.—59-65 Belsize Rd., N.W.6. Mai. 5555/2155. (0495/R

Citroen Cars Wanted

C.N.K. MOTORS are very good buyers of specimen Citroens.—353 Finchley Rd., N.W.3. Hampstead 5712. (W1052
R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroens.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R

Citroen Spares and Service

SOUTH of the Thames.
BALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares. —Tel. Croydon 3131-2. (0187/R
SHRIMPTON'S MOTORS, Ltd., Distributors, W.4. Showrooms, 242-4 Brompton Rd., S.W.3. Ken. 8464.
SPARES and Service; 137/143 High Rd., Chiswick, W.4 (Chis. 6159), and 47 Montrose Place, Halkin St., S.W.1. (Sloane 5490). (0727/R
BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, Swivel joints reconditioned 48 hrs.; all spares stocked. (0585/R

Daimler Cars Wanted

R
ROWLAND SMITH'S, the car buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
WANTED, nearly new Daimler saloon; details and price; distance no object.—Green & Zonis, Ltd., 246-252 Deansgate, Manchester, 3. Tel. Deansgate 3325-6. (W2028
A DAIMLER area dealer for a large part of Warwickshire welcomes your enquiries re exchanges for new or used models.—Tel. The Coventry Motor Mart, Ltd., London Rd. Tel. 2146-7. (0445

Daimler Spares and Service

KINGSTON-ON-THAMES. — Daimler specialists for sales and service.
G. W. WILKIN, Ltd., 1 Weston Park, and 84 Eden St., Kingston. Kingston 2241. (S4053
DAIMLER and Lanchester specialists.—Debnam Motors, 17 Atherstone Mews, S.W.7. Western 4541. (0156/R
CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service. —Kidderminster Rd., Croydon 5775. (0688
ALLEN'S Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists, for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. (0460
ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Daimler cars; preselector gear box exchanges and 48-hour repairs.—169 Fulham Rd., Chelsea, S.W.3. Ken. 7301/7321. (0236/R
DAIMLER and Lanchester repairs, spares, gear boxes a speciality; reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81 Clapham Rd., S.W.9. Reliance 1647. (0666/R

Fiat Cars Wanted

R
ROWLAND SMITH'S, the car buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Balderton St., W.1. Mayfair 3104. (0695/R

Fiat Spares and Service

MAYFAIR GARAGES, Ltd., comprehensive Fiat service, Balderton St., W.1. Mayfair 3104-5. (0632/R
S. & S. MOTORS invite all clients to visit our new stores; London's largest Fiat stockists at 18 Leinster Terr., W.2. Pad. 6174. (0145/R
FIAT genuine spares from Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel Perivale 5651, and officially appointed distributors and dealers throughout the country. (0909/R
FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used reconditioned bench-tested engines, starter motors, dynamos, radiators; springs in exchange; stamp list.—Derrington, 159 London Rd., Kingston 5621-2.

Ford Anglia Cars Wanted

DAGENHAM
MOTORS, Ltd., wish to purchase Ford Anglia cars. Used Car Department, Hyde Park 4070. (W1066
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Anglia.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
H. A. SAUNDERS require Anglias and Populars in part exchange for new Austins.—144 Golders Green Rd., N.W.11. Speedwell 0011. (W4004

Ford Light Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R

Ford Popular Cars Wanted

DAGENHAM
MOTORS, Ltd., wish to purchase Ford Popular cars.—Used Car Department, Hyde Park 4070. (W1066
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Popular.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R

Ford Prefect Cars Wanted

DAGENHAM
MOTORS, Ltd., wish to purchase Ford Prefect cars.—Used Car Department, Hyde Park 4070. (W1066
REQUIRED, low mileage Ford Prefect.—30 Ryecroft Rd., Tulse Hill 2768. (W2037
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Prefect.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R

Ford Ten Cars Wanted

MARSTON MOTOR Co., Ltd., for your Ford 10. —Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R

Ford Consul Cars Wanted

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
DAGENHAM
MOTORS, Ltd., wish to purchase Ford Consul cars.—Used Car Department Hyde Park 4070. (W1066
H. A. SAUNDERS require Consuls in part exchange for a new Austin.—144 Golders Green Rd., N.W.11. Speedwell 0011. (W4004
FORD Consul buyers.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (W3018

Ford Zephyr Cars Wanted

DAGENHAM
MOTORS, Ltd., wish to purchase Ford Zephyr cars.—Used Car Department, Hyde Park 4070. (W1066
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Pilot.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R

Ford Spares and Service

NORMAND, Ltd.
MODERN equipment handled by a skilled staff ensures good service.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. (0228
ALLAN TAYLOR (MOTORS), Ltd.
HIGH St., Wandsworth, S.W.18.
MAIN Ford dealers.
LARGE stock of genuine Ford parts.
VANDYKE 7222 (5 lines). (0314/R
FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, service and all spares. (0093/R
WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current models, Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). Also 66 High St., East Ham, E.6. Grangewood 1136. (0786/R

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R

Healey Cars Wanted

RICHARDS & CARR, Ltd., buy Healeys.—35 Kinnerton St., S.W.1. Sloane 5424. (W3045
J. H. BARTLETT will pay more for good Healeys, all models.—27 Pembridge Villas. W.11. (W1013
HEALEY Silverstone, good condition; £300-£350.—Details to 44 Alleyn Rd., London, S.E.21. (1565
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R

USED CARS WANTED—SPARES AND SERVICE

Hillman Cars Wanted

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S
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
E M A Ltd., Grove Rd., Southsea, Portsmouth, 2168. (0409/R
CASH immediately for good Hillman.—H. F. Edwards, 28-34 Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W2001

Hillman Spares and Service

NORMAND LTD.
MODERN equipment handled by a skilled staff ensures good service.
NORMAND, Ltd., 405-9 King St., W.6. Riv. 3665. (0227

H.R.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.
SHOWROOMS, 18 Berkeley St., W.1. Mayfair 6266.
SPARE parts.
SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (0594/R

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. (0861/R
HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 3621.—First-class service for all Hudson cars, spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. (0065/R

Humber Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
CASH immediately for good Humber.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W2001

Humber Spares and Service

THE Humber specialists for all spares.—Tel. Uplands 3637. See advt. under Parts and Accessories. (0398/R

Jaguar Cars Wanted

MARSTON'S MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 6000. Seven Sisters Rd., Tottenham, N.15.
R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY require Jaguars, very late models: offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. (0343/R
XK140 hard top, part exchange new A40 Countryman, works mileage, with cash adjustment.—Lee Green (London) 1833 (1369
CASH immediately for good Jaguar.—H. F. Edward, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W2001
PRIVATE buyer wishes to purchase low mileage XK140 Jaguar, d.h.c. or Roadster, good price for immaculate car.—Box 8801. (1577
DUNCAN HAMILTON & Co., urgently require late model Jaguar cars of all descriptions, especially XK140s.—33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. (W1091
WANTED. Jaguar XK120 in exchange for r.h.d. Fleetwood convertible Cadillac 6-seater, numerous extras, really immaculate condition, or £750.—66, Springfield Lane, Eccleston, St. Helens, Lancs. St. Helens 7210. (1552

Jaguar Spares and Service

H
HENLYS, Ltd.
ENGLAND'S Largest Jaguar Service Station.
GREAT West Rd., Brentford (Ealing 3477).
SPARES and replacement engines for all models from 1938.
AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.
QUICK completion of repairs. (0563/R
PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. (0430/R
LANCASHIRE specialized sales repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton (4060), and 176, Deansgate, Manchester (Deansgate 4507). (0739/R

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jeeps.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R

Jeep Spares and Service

JEEP Service Station, overhauls, repairs, all Jeep spares available; exchange plan, all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4739. (S3066

Jowett Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R

Jowett Spares and Service

JOWETT CARS, Ltd.
SPARES, reconditioned units and service facilities will continue to be available in your district: consult your local agent, or write to Service Department, Jowett Cars, Ltd., Howden Clough, Birstall, Batley, Yorks. Tel. Batley 1951. Telegraphic: Jowcars, Batley. (0794/R
F. FAIRMAN & SONS, Ltd., East Surrey distributors.
COMPLETE spares for Javelins and Bradfords always in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. (0961/R
KINGSTON-ON-THAMES.—Jowett agents and specialists for sales and service.
G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kingston 2241. (S4053
BIRMINGHAM agents, large stocks of spares.—Frank Moseley (A.S. & S.) Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. (0549
GORDON CARS (LONDON), Ltd.—Specialist service all Jowett models; largest spares stock in south.—7-9, Russell Parade, Golders Green, N.W.11. Spe. 9761. (0133/R
JOWETT Javelin and Bradford service; extensive stocks of spare parts and accessories.—The Red Circle, Ltd., Eastern Arm, Great Cambridge Rd., N.17. Tot. 1906/7353. (0504/R
BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6325-6. (0073/R
A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kin. 0170 and 8613. Jowett agents and specialists, comprehensive stock of spares, 1930-1956 models; over 30 years' Jowett experience. (0759/R
GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialists repairs.—228-234, London Rd., Croydon (Cro. 3641-3); Bushwood Corner, Leytonstone, E.11 (Wan. 5101-2); 1a, Highgate Rd., Kentish Town, N.W.5 (Gul. 7761). (0463/R

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (Managing Director: J. E. Davies, 20 years service manager to Lagonda, Ltd.). Specialists in all aspects of service.—273, London Rd., Staines. Tel. 4211-5. (0390/R

Lanchester Cars Wanted

LANCHESTER 10 wanted.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. (W4059
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering service, Lanchester cars, preselector gear box; exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7301 and 7321. (0237/R

Lancia Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialized mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley (Perivale 5050). (S0390/R

Lea-Francis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R

Lea-Francis Spares and Service

LEA-FRANCIS, Ltd.
SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. (0392/R
SPARES and service.—J. C. Alexander, Ltd., 190, Deansgate, Manchester, 3. Tel. Dea. 4795-6. (0839/R
CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.
OFFICIAL Lea-Francis London Service Station Works and Stores:—
BARNSDALE Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7. (0595/R

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN) Ltd., sales service and spares.—58, Camberwell New Rd., S.E.5. Tel. Reliance 7691. (0962/R

M.G. Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
SLOCOMBES, Ltd.
WE urgently require M.G.s of all models since 1933. —Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground Dollis Hill St. (W4017
ALMOST new M.G. required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016
CLUBMAN AUTOS, Ltd., urgently require all modern M.G.s for cash.—138-142, High Street, Tooting, S.W.17. Bal. 3484 (W1095

M.G. Cars Wanted

C.N.K. MOTORS urgently require M.G.s, particularly VA, TA, TB and TC models.—353, Finchley Rd., N.W.3. Hampstead 5712. (W1055
CASH immediately for good M.G.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. (W2002
H. A. SAUNDERS require post-war saloons in part exchange for the new Magnette.—144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004
WANTED, nearly new M.G. Magnette, distance no object; details and price.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. (W2028
URGENTLY required, 1947-55 M.G. saloon, and 2-seaters.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. (S794

M.G. Spares and Service

TOULMAN MOTORS.
OFFICIAL stockists.
SPECIALIZE in M.G. and M.G. cars only, repairs and complete overhauls, all models; reconditioned engines in stock for all models 1932 to 1953; exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always in stock; we specialize in racing spares; write or tel.
TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Houslow 2238 and 3450. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. (0349/R
UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. (0504/R
V. W. DERRINGTON, Ltd., for M.G. spares and replacement parts, new and used; valves, springs, guides, gaskets, road springs; brake linings and cables; Stage I, II and Laystall-Lucas cylinder heads, new crankshafts, TA models, £9; petrol tanks, fold-flat windscreens, silencers and exhaust systems; stamp new list.—159-161, London Rd., Kington 5621-2 (S1071
M.G. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shaft, etc.; replacement camshafts, rockers, dynamos, l of springs, wheels, hubs, vertical drive assemblies, prompt postal service; c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queen's Garage, Queen's Rd., Wimbledon (Station), S.W.19. Liberty 3069. (0433/R

Morgan Cars Wanted

SLOCOMBES, Ltd.
WE urgently require Morgans of all models since 1937.—Dudden Hill Lane, Willesden, N.W.10. Willesden 6869. Nearest Underground, Dollis Hill St. (W4017
R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgans.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
CLUBMAN AUTOS, Ltd., urgently require all modern Morgans for cash.—138-142, High St., Tooting, S.W.17. Bal. 3484. (W1095

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. (0514/R

Morris Minor Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
ALMOST new Morris Minor required immediately. —54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R

Morris-Oxford Cars Wanted

GARDNER & Co. (HENDON), will buy your Morris Oxford.—Sunny Hill 3359 and 0030. (W3074
ALMOST new Morris Oxford required immediately. —54 Streatham Hill, S.W.2. Tulse Hill 2676 (W3016
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
R

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
MARSTON MOTOR Co. for your Morris. Tel. Stat. 800. Seven Sister Rd., Tottenham, N.15. (0098/R

Morris Spares and Service

MORRIS, the official stockists, for spares, service and repairs.
TEL Lankester Engineering Co., Ltd., 29-43, Eden St., Kingston-on-Thames. Kingston 3151-6 (0917/R
KINGSTON-ON-THAMES.—Morris agents and specialists for sales and service.
G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kingston 2241. (S4053

USED CARS WANTED—SPARES AND SERVICE

Morris Spares and Service

MORRIS genuine spares and special service in the West End.
S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus 1932. (0342/R
R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for many a century; complete overhauls and coachwork our specialty; exchange engine units; spares and accessories.—Wel. 1101. (0365/R

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales service and spares.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. (0513/R
PRIDE & CLARKE, Ltd., Open stockists; quotations, c.o.d.—Stockwell Rd., S.W.9. Brixton 6251. (S2068/R

Packard Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
LEONARD WILLIAMS & Co., Ltd.
PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (0191/R
JOE THOMPSON (MOTORS) Ltd., require Packards. —91-95, Fulham Rd., S.W.3. Kensington 4858. (W4028

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd.—Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. (S4029
LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (0469/R

Renault Spares and Service

GLANFIELD LAWRENCE. 2-10, City Rd., Cardiff. Renault distributions.—East Glamorgan—spares and service.—Tel. 20531. (0011/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.
U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.
SOLE distributors Great Britain for Pontiac cars and Pontiac parts. (0617/R

Renault Cars Wanted

WELHAM'S RENAULT SALES & SERVICE. Surbiton Hill Rd., Surbiton. Elmbridge 1873. Purchase all models. (W4070/R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
GOOD Railton required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000

Riley Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
1953 2½-litre wanted.—Elliotts of Bideford. (Tel. 744.) (1529
ALMOST new Riley required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016
CASH immediately for good Riley.—H. F. Edwards, Langham 0012. (W2003
YOU will always do better by personal contact with Mr. Clarke or Mr. Simpson.—49, Sloane Sq., S.W.1. Sloane 4737 (W1048
WANTED, nearly new Riley 1½-, 2½-litre, distance no object.—Green & Zonis, 246-252, Deansgate, Manchester, 3. Tel. 3325-6. (W2028

Riley Spares and Service

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. (0079/R
HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. (0246/R
ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 and 7321. (0238/R
J. JAMES (LONDON) Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. (0092/R
RILEY distributors for 35 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. (0989/R

Rolls-Royce Cars Wanted

C
M
CAR MART, Ltd., official retailers, are anxious to purchase Rolls-Royce cars and will pay attractive prices for those in exceptional condition.
CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Gro. 3434. (0970/R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
GEORGE NEWMAN & Co. purchase for cash post-war Rolls-Royce cars.—369, Euston Rd., London, N.W.1. Euston 4468 (12 lines). (W3023
CASH immediately for good Rolls-Royce.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611 (W2001

Rolls-Royce Cars Wanted

DUNCAN HAMILTON & Co., urgently require Rolls-Royces of all descriptions. 33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. (W1091
JACK OLDING & Co. (MOTORS), Ltd., purchase good used Rolls-Royce/Bentley cars.—Audley House, North Audley St., W.1. Mayfair 5242. Open 7 p.m.
WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. (0345/R
THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437.
Crawley, Sussex. Crawley 437. (0350/R

Rolls-Royce Spares and Service

A
SERVICE unequalled
OFFICIAL repairers Rolls-Royce cars.
SERVICING or overhauls.
COACHWORK renovations and accident repairs.
SPARES all models.—Tel. Flaxman 2293 (5 lines).
JACK BARCLAY (SERVICE) Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). (S1069/R
CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.
SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6366.
SPARE parts.
SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (0614/R
JACK OLDING & Co (MOTORS), Ltd., official Rolls-Royce/Bentley service, overhauls and renovations. —89-90, Holland Park Ave., Kensington. Park 5077. (S3030
ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. (0064/R

Rover (60, 75 and 90) Cars Wanted

COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY require 1954-55 Rover 75s and 90s; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. (0242/R

Land-Rover Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, wish to buy Land-Rovers, country enquiries welcome.—High Rd., South Woodford, London, E.19. Wanstead 0056. (W2039

Rover Miscellaneous Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
ALMOST new Rover required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016
WANTED, nearly new Rover, distance no object; details and price.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6.
CASH immediately for good Rover.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. (W2003

Rover Spares and Service

LEATHWOODS GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. (0120/R
K. J. MOTORS, Ltd., agents reconditioned units, Girling, Radiomobile agents.—Bromley, Ravensbourne 3456. (0968
GULLIVER ENGINE SERVICE.—Rover 12 and 14hp reconditioned exchange engines.—80, Highgate Rd., N.W.5. Gulliver 4604. (0582/R
EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. (0147/R
LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. (0047/R
DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. (0556/R

Singer Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
H. A. SAUNDERS require SM1500 saloons in part exchange for new Austins.—144, Golders Green Rd., N.W.11 Speedwell 0011. (W4004

Singer Spares and Service

THE Singer agents for spares, service, repairs.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 8290. (0754/R
ALLEN'S OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Sq., Bristol. Tel. 22514. (0239
SINGER spares.—The London distributors give the best service from the largest stocks in Southern England.—Gordon Cars (London), Ltd., St. Albans Lane, Golders Green, N.W.11. Speedwell 4761. (0605/R
MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Distributors, Parkers, Ltd., Bradshawgate, Bolton (4660), and 176, Deansgate, Manchester. (Deansgate 4057). (0740/R

Sports Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
MERCURY MOTORS wish to purchase good used sports cars of most types—M.G., Riley, Sunbeam-Talbot, Morgan, etc.; please write, phone or call, giving full patriculars of price required; our representative will call if it is inconvenient for you to come to Wembley.
MERCURY MOTORS, Universe House, 825-6, Harrow Rd., Wembley, Middlesex. Wembley 6058-9. (W3014

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 8291. (0753/R

Standard 8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
1954-5 Standard 8 required for cash.—S. H. Goddard, Goddard's Stores, Box Hill Rd., Box Hill, Tadworth, Surrey. (1395

Standard 10 Cars Wanted

LOW mileage 10s wanted urgently. Cash waiting.
ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (W1094
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 10.—Hampstead (Tube), N.W.3. Ham. 6041. W4018/R
M.G. TC 1,250cc 2-seater, cream, 1949, £395; TC 1,250cc 2-seater, black, 1949, £395.
M.G. TC 1,250cc 2-seater, grey, 1938, £375; TC 1,250cc 2-seater, green, 1947, £375.

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
ALMOST new Standard Vanguard required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676 (W3016

Standard Miscellaneous Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000—Seven Sisters Rd., Tottenham, N.15. (0181/R
CASH immediately for good Standard.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W2001

Standard Spares and Service

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. (0301/R
STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3262). (0359/R
STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs, recellulosing.—Puttocks, Ltd. (S.W. Surrey distributors), Alexandra Terrace, Guildford 5391. (0253/R
LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; phone, write or calls; orders despatched immediately.—39-43, Eden St., Kingston. Kin 3151-6. (0396/R
MARGATE, Kent.—Service and spares for all models. —Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. 0050/R
HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guaranteed three months; Girling and Bendix stockists.—314, Regent's Park Rd., Church End, Finchley. Finchley 5906-9. (0002/R

Studebaker Spares and Service

SPARES and repairs for all models, special service on all Champion models.—Alliance Auto Co., 50, Parsons Mead, West Croydon, Surrey. Croydon 1866. (0763/R

Sunbeam-Talbot Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6401. (W4018/R
RICHARDS & CARR, Ltd., buy Sunbeam-Talbots—35, Kinnerton St., S.W.1. Sloane 5424. (W3045
ALMOST new Sunbeam-Talbot required immediately. —54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016
CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. (W2003

Talbot Spares and Service

JOHN BLAND for spares and repairs to pre-war Talbots except 10hp.—27, Southfields Rd., S.W.18. Vandyke 1612. (0896/R
LARGE stocks new and second-hand Talbot spares, 1929-36, including ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. (0863/R

Triumph Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R

USED CARS WANTED—SPARES AND SERVICE

Triumph Cars Wanted

B. J. HUNTER, Ltd.
FOR your immediate purchase of your Triumph TR2.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (W2040
J. H. BARTLETT will pay more for good TR2 Triumphs.—27, Pembridge Villas, W.11. (W1019
ALMOST new Triumph required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016
MARSTON MOTORS Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. (0188/R

Triumph Spares and Service

TRIUMPH distributors for spares, service and repairs.
TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. (0918/R
BASIL ROY, Ltd., Triumph spares stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733. (0143/R
LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. (0302/R
TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464), and Prince's Drive, Colwyn Bay (Tel. 3323). (0355/R

Utility Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
BEDFORD Dormobile by Martin Walter wanted.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (W3018
ROYS always good buyers of vans and utilities.—127, Parkway, N.W.1 (nearest Tube Camden Town Station). Euston 2700 and 8894. (W3059

Vauxhall Wyvern Cars Wanted

ALMOST new Vauxhall Wyvern required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016

Vauxhall Velox Cars Wanted

ALMOST new Vauxhall Velox required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016

Vauxhall Miscellaneous Cars Wanted

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S
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
S
SHAW & KILBURN, Vauxhall main dealers.
WILL purchase modern Vauxhall cars.
4-6, Berkeley Sq., W.1. Grosvenor 4328. (0018/R
G.N., Ltd. (Vauxhall main dealers).
HAVE you a post-war Vauxhall for sale? Contact G.N., Ltd., 278, Balham High Road, S.W.17. Tel. Balham 1033. (0201/R
VAUXHALL cars, post-war models, urgently required.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. (0479/R

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 486-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0023. (W2032/R

Vauxhall Spares and Service

C.A.C.
CROYDON AUTOMOBILE COMPANY, Ltd.
VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—
BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). (0305/R
K. J. MOTORS, Ltd., spares, accessories, reconditioned units; Perkins diesels.—Bromley. Ravy. 3456. (0398
VAUXHALLS.—Reconditioned service units available from stock for DX, DY, HI, J, JCV, Velox Wyvern PCL models; gear boxes, suspension units, steering, gears, differentials, rear axle assys., water pumps, oil pumps, springs, clutch pressure plates, brakes, etc., etc.; enquiries invited.
TRIANON, Aerodrome Rd., London, N.W.4. Hendon 7605-6. (0964/R

Volkswagen Cars Wanted

RICHARDS & CARR, Ltd., buy Volkswagen.—35, Kinnerton St., S.W.1. Sloane 5424. (W3045
THE Volkswagen Centre require good Volkswagen cars, all years and models.
COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. (0980/R
V. & F. MONACO MOTORS.—The Volkswagen buyers, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. (0300/R

Volkswagen Spares and Service

V
V. W. MOTORS, Ltd.
GENUINE spare parts may now be obtained from sole concessionaires, 233, Plaistow Rd., London, E.15 (Adjoining Plaistow Station, District Line). Tel. Maryland 7061/5. (0647
C
COLBORNE GARAGE, Ltd., Ripley, Surrey.
GENUINE Volkswagen spares; 24-hour postal service; technical service available.—Tel. Ripley 2361. (0995/R
EUROPEAN CARS, Ltd., Volkswagen Distributors.
NOW offer increased service facilities in their newly extended workshop.
SPECIALISED repairs on Volkswagen by factory trained mechanics.
LARGE new spare parts stores fully stocked.
129 Old Brompton Rd., S.W.7. Fremantle 7723. (0436/R
MOONS MOTORS, Ltd., at their Davies St. (Mayfair 2361) and Dorset House (Welbeck 7960) branches have factory trained mechanics and offer you full service with repairs and parts facilities. (0855/R
V. & F. MONACO MOTORS.—Service and repairs by factory trained mechanics; spares, reconditioned engines, conversions to r.h.d., all V.W. accessories stocked.
V. & F. MONACO MOTORS, the Volkswagen specialists, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station). Fremantle 4414. (0293/R
REPAIRS (supervision Mr. Tarrant, diploma VW works); TF express twin carburettor installation giving astonishing acceleration, £38 (trade discount); seat covers, £5; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. (S4100
YOU couldn't do better than secure immediate delivery of your new Austin model A90 Westminster, A40 or A50 Cambridge, A40 or A30 Countryman, A30 2-door or 4-door saloons, current market value for your present car subject to inspection. Please ask for list.

Wolseley Cars Wanted

R
S
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
ALMOST new Wolseley required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016

Wolseley Spares and Service

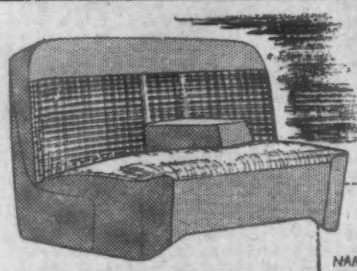
W. JACOBS & SON.
We specialize in spares and repairs of all models of Wolseley cars.
W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4. (0465
RAMSAY MOTORS, Ltd., 242/248, High St., Barnet 3240.—Spares, 1937 onwards; sales and repairs. (0707/R
LARGEST and quickest spares service in the South of England.—Hewens Garage, Ltd., Reading. Tel. 4436. (0207
FOR Wolseley service consult the Wolseley specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) (0473
BARKERS MOTORS (LONDON), Ltd. Tel. Balham 6666, for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. (0523
EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. (0277/R

Miscellaneous Cars

RAYMOND WAY.
RAYMOND WAY, the hire purchase specialists; 300 cars available, mostly under £400; 6 months' written guarantee on post-war cars, 3 months on pre-war cars. WE can quote the most competitive prices obtainable plainly marked with price and year. Unequalled hire purchase terms from one-third deposit, balance 24 months. We are exchange specialists and we willingly take your car, 3-wheeler, motor cycle or van. Hire purchase payments insured against unemployment or illness if required. Open to 8 p.m. 6 days a week.—Raymond Way, Kilburn, N.W.6. Maida Vale 6044. (0829/R
ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 34 years. (C3016/R
1954 Austin A40 Somerset saloon, black with red hide, fitted heater, 12,000 miles, as new; £550.
1954 Vauxhall Velox saloon, grey/green, mileage 12,000, unmarked throughout; £595.
GEORGE KIDD MOTORS, Ltd., Leamington Spa. (1511

Miscellaneous Cars Wanted

R
S
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R
IF you wish to sell your car for cash write, phone or call.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. (W2023/R
CASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. (0284/R
5611. (W2001
28-34, Upper High St., Epsom, Surrey. Tel. Epsom
CASH immediately for good Wolseley.—H. F. Edwards,



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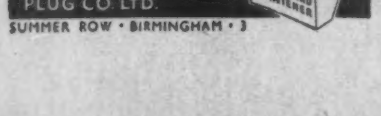

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FOR your new Ford; delivery on payment of ¼ deposit; cars, motor cycles and 3-wheelers welcomed in exchange.—Kilburn Bridge, N.W.6, Maida Vale 6044. Open to 8 p.m. 6 days a week. [0779/R

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56 Park Lane, W.1. Hyde Park 4866; 274, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4621 [N1066

JOHN S. TRUSCOTT, Ltd., authorised Ford dealers.

IMMEDIATE delivery of most models.—173, Westbourne Grove, W.11. Bayswater 4274. [N4035

ADLARDS MOTORS, Ltd., Acre Lane, Brixton, S.W.2.

MAIN Ford distributors; consult us for delivery of all Ford models. Brixton 6451-2-3-4.

OVERSEAS residents, enquiries Export Dept. Macaulay 2301. [0864/R

NEW Ford Consul, pre-Budget price.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [N2068

FORD Consul saloon Canterbury green, P.V.C. and heater; £724/7.

FORD Zephyr, Dorchester grey, P.V.C., heater; £817/7.—Brew Brothers, Ltd., Old Brompton Rd., S.W.7. Fremantle 3333 [N1083

BLUE STAR GARAGES, Ltd., Rosemore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. [0967/R

NEW Consul saloon, blue with leather and heater; immediate delivery; list price.—Robbins, East Putney. Tel. 7881 [N3010

KDM & CHERRINGTON, Ltd.—Immediate delivery of all models.—9, Albemarle St., London, W.1. Gro. 3551. [N3054/R

JACK ROSE, Ltd., for your new Ford.—Stafford Rd., Wallington Surrey. Wallington 6677, Burgh Heath 2376. [N3056

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service; coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 1271 (10 lines). [0066/R

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PEACOCKS OF FOLKESTONE, Ltd., main Ford dealers.—Sales and Service; insurance. Showrooms: 130, Sandgate Rd.; works and offices: 104, Foord Rd., Folkestone 51222 (3 lines). [0464/R

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CONSULT us for deliveries and exchanges.—291-293 Ballards Lane North Finchley, N.12. Hillside 4011-4405. [N0793/R

SMITH MOTORS OF DULWICH for Hillmans.—101, Barry Rd., S.E.22. Tel. New Cross 6611. [0311/R

BARNET area.—Hillman main dealers.—Hadley Green Garages, 202-204, High St., Barnet 0332. [0411

CARRIS MOTORS, Ltd., for quick delivery of the entire Hillman range.—Lewisham Bridge, London, S.E.13. Lee 8585. [0764/R

HILLMAN Husky, delivery from stock.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. [N1027

HILLMAN Minx special saloon, list.—Montroe Motors, 91-95, Epping New Rd., Buckhurst Hill. Tel. 1171-2. [N3068

HILLMAN Minx de luxe saloon, green; £743/7.—Brew Brothers, Ltd., Old Brompton Rd., S.W.7. Fremantle 3333. [N1083

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HUMBER Hawk.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

CARRIS MOTORS, Ltd., for quick delivery of Humber Hawk and Super Snipe.—Lewisham Bridge, London, S.E.13. Lee 5585. [0720/R

HUMBER Hawk saloon, overdrive, blue with red leather, list.—Montroe Motors, 91-95, Epping New Rd., Buckhurst Hill. Tel. 1171-2. [N3088

HUMBER Super Snipe, in burgundy; £1,396/10/10; pre-Rootes and pre-Budget prices.—Brew Brothers, Ltd., Old Brompton Rd., S.W.7. Fremantle 3533. [N1083

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R. P. POWELL MOTORS, Ltd., East London area dealers; enquiries invited for all Jaguar models.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0439/R

JAGUAR XK140, standard fixed head coupe, British racing green, with overdrive; £1,778/17.—Brew Brothers, Ltd., Old Brompton Rd., S.W.7. Fremantle 3533. [N1083

W. T. RICHARDS (BEXLEYHEATH), Ltd., Jaguar area dealers; early delivery Mark VII saloons; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0914/R

XK140 2-seater B, racing green, tan leather, overdrive, immediate delivery from stock at pre-Budget price; £1,662/3/4.—Hoffmanns of Leicester, Ltd., 31, London Rd., Leicester. Tel. 65751. [N2087

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KAISER, Sole Concessionaires for Great Britain; sales, spares.—Steele Griffiths, London, S.E.5. [0309/R

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DAVIES MOTORS, Ltd., official distributors, early delivery of all models.—275, London Rd., Staines. Tel. 4211-5. [N1080

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EPSOM.

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M.G. retail dealers.

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[0062/R

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SMITH MOTORS OF DULWICH for M.G.s.—285, Rye Lane, S.E.15. Tel. New Cross 6767. [0529/R

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—

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WEST LONDON suppliers, immediate delivery all models, full service facilities.—Rogers Garages, 22, Chiswick High Rd., W.4. Chiswick 6780. [N3054

KDM & CHERRINGTON, Ltd.—Immediate delivery of all models.—9, Albemarle St., London, W.1. Gro 5551. [N2054/R

IMMEDIATE delivery new M.G. Magnette saloons; terms, exchanges:—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 22/3. [1431

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MORGAN Plus 4; prompt delivery of these cars; spares for same; huge stocks of 4/4 and 3-wheeler spares.—P. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [0728/R

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ROWLAND SMITH'S for Morris.

IMMEDIATE delivery Cowley, Oxford and 1½ litre saloons.

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WEST LONDON suppliers, immediate delivery all models, full service facilities.—Rogers Garages, 22, Chiswick High Rd., W.4. Chiswick 6790. [N3054

MORRIS 2-seater travellers, beige; Morris Minor standard, beige, immediate.—F. L. Cranmore, Ltd., Tel 2040 Potters Bar. [N1062

HERBERT & MILLS, Ltd., Morris Agents for over 30 years, offer early delivery of all new models.—75, Great Portland St., W.1. Langham 3506-7. [N2086

MORRIS Cowley and Isis saloons for immediate delivery.—Prospect Garage (Banstead), Ltd., Brighton Rd., Banstead, Surrey. Burgh Heath 2202-3. [1291

ISIS and Oxford Travellers, delivery from stock.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. [N1027

LANKESTER ENGINEERING Co., Ltd., officially appointed retailers Morris cars and vans; reasonable delivery.—39-43 Eden St Kingston-on-Thames, Surrey Tel Kingston 3151-6. [0264/R

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[0661/R

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KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5651 [N2054/R

RILEYS.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

AREA dealers for Riley cars; orders taken for the wonderful Pathfinder; early deliveries; part exchange, h.p. terms.—Montrose Motors, Wembley 2636. [0765/R

ROLLS-ROYCE

CAR MART Ltd.

OFFICIAL retailers offer for future delivery the new Rolls-Royce Silver Cloud saloon; demonstration cars available.

CAR MART Ltd., 320, Euston Rd., N.W.1. Euston 1212.

GLOUCESTER House, 150, Park Lane, W.1 (Corner of Piccadilly.) Grosvenor 3434. [N1039/R

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 51682. [0520/R

DAVID ROSENFIELD, Ltd.,

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 38/42, Peter St., Manchester. 2. Deansgate 8871

SERVICE Station: Cheetham Hill Rd., Manchester. 8 Tel Bla 2302. [0561/R

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

ROVER

HENLYS, England's leading Motor Agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 385 Euston Rd., N.W.1. (Euston 4444.) [0154/R

ROVER

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144 [N3028/R

STURGESS, Leicester.

ROVER distributors for over 50 years.

1956 Rover 90, 75 and 60s.

118, Charles St. Tel. Leicester 20033. [0171/R

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. [0245/R

KJ MOTORS, Ltd., N.W. Kent's leading Rover area dealers. Bromley. Rav. 5456. [0287/R

DORKING MOTOR Co., Ltd., main dealers. Rover 90, 75 and 60.—Dorking 2256. [N1086

BEXHILL.—F. Dodson, Ltd., Rover distributors, Sackville Garage Middlesex Rd. Tel. 2362-3. [0951/R

CROYDON Main Agents, Leathwood's Garages, Ltd., 203, St James's Rd., Croydon. Tho. 1232. [0063/R

KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5351. [N2054/R

W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0912/R

ROVER

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service.—Tel. Vigilant 4444. [2270

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 51682. [0001/R

WATFORD and district.—Harris-Mayes & Co., delivery enquiries invited; main dealers since 1933.—Ace of "Herts" Garage, Watford 4026. [0951/R

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481-2-3, offer immediate delivery Rover 60 saloon, blue; maximum h.p. terms available, ⅓ down, balance over 2 years. [N1001

H. A. FOX & Co., Ltd., appointed official retailers for Rover cars, will be pleased to receive enquiries and orders for all models.—3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 3232. [0140

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—David Rosenfield, Ltd., 38-42, Peter St., Manchester, 2. Deansgate 8871. Service station: Cheetham Hill Rd., Manchester, 8. Tel. Bla. 2302. [0866/R

HATTON MOTORS, Ltd., Birmingham, the Midland Rover stockists, for early delivery 90s (with and without overdrive), 75s and 60s; any make taken in part exchange.—Tel. Midland 2437. 71, Broad St., Birmingham. [N2097

LAND-ROVER

TRINITY CARS, Ltd., Rover agents, offer immediate delivery of Land-Rover 86in, painted.—94, North Side Wandsworth Common, S.W.18. Vandyke 1166. [N4034

HATTON MOTORS, Ltd., Birmingham, the Midland Land-Rover stockists, for early delivery 86in and 107in models; any used Land-Rover or used private car taken in part exchange.—Tel. Midland 2437. 71, Broad St., Birmingham. [N2097

SIMCA

H. C. PAUL, Ltd

SEE and try the new Simca Aronde; orders accepted for immediate delivery.—32, Bruton Place, Berkeley Sq., W.1 Mayfair 0821/2. [N3040

MILESTONES (SERVICE GARAGE), Ltd., Simca distributors North Kent.—Ask for demonstration; immediate delivery; exchange, terms.—308, Erith Rd., Bexleyheath. Erith 2469 and 2639 [0109/R

MAYFAIR GARAGES, Ltd., accredited West-end Simca stockists, for your new 1956 Aronde Elysee saloon, highest allowance for any make in part-exchange.—Balderton St. (opp. Selfridges clock), W.1. Mayfair 3104-5. [N3009

SINGER

GATEHOUSE offer:—

EARLY delivery of Singers.—Gatehouse Motors, Ltd., Highgate Village London, N.6. Tel. Mountview 4444. [N3021

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041

TRADE and retail agents, full range on show at the 1005 Singer specialists.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 6291. [0757/R

NEW Singer Hunter saloons, choice of colours; exchanges welcome; terms.—Pride & Clarke, Ltd., area dealers, 158, Stockwell Rd., S.W.9. Brixton 6251. [N3066

IMMEDIATE delivery new Singer Hunter saloons at pre-Budget price; terms exchanges.—Gibsons Sports Cars, (Christchurch), Ltd., Lydnhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [1433

STANDARD

L. F. DOVE, Ltd.,

AREA main dealers.

SEE it; try it; buy it.

69, The Broadway, Wimbledon, S.W.19. Lib. 3456. [N1077

GATEHOUSE offer:—

EARLY delivery of Standards, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N3021

SHAW MOTORS, Ltd.

PLACE your order now for earliest delivery of all models; part exchanges, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 3031-2-3. [N4006

HALLS (FINCHLEY), Ltd.,

STANDARD and Triumph area dealers; all models available for inspection; part exchanges, H.P. terms.—886, High Rd., North Finchley (Tally Ho), N.12. (Hil. 1044.) [6656

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery.—Super-6 and Super 10 saloons; L "Good Companion" Estate car.

PART exchanges; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

BERKELEY SQUARE HOUSE GARAGE.

EXCLUSIVE Standard retail dealers.

OFFER immediate or early delivery all Standard models, with service on the spot day and night; garage facilities.

BERKELEY Sq., London, W.1. Grosvenor 4343 [0654/R

IMMEDIATE delivery Standard Super 8 saloon.—F. G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex. Mol. 6109. [N4053/1

NEW Standard 10 de luxe, heater, blue/red, approximately £665.—Salmons Garages, Ltd., Temple Bar 3338. [N4029

IMMEDIATE delivery Standard Super 8 saloon.—F. G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. [N4053

NEW CARS FOR SALE

STANDARD

WHITES GARAGE, Ltd., OF GRIMSBY, offer

EARLY delivery of Standard cars, all models; Standard distributors for 34 years.
WHITES GARAGE, Ltd., Saint Mary's Gate, Grimsby. Tel. 5486. [0475/R

STANDARD Super 10 saloon, 2-tone, heater, list.

STANDARD Super 8 saloon, grey, heater, list.—Montrose Motors, 91-95, Epping New Rd., Buckhurst Hill. Tel. 1171-2. [N3086

NEW Standard Super 8 saloon, finished grey, immediate delivery.

NEW Standard Super 10 saloon, finished grey, immediate delivery.—Robbins, East Putney. Tel. 7881. [N3010

JOHN S. TRUSCOTT, Ltd., for Standard; wide choice for immediate delivery.
173 Westbourne Grove, W.11. Bayswater 4274. [N4035

SMITH MOTORS OF DULWICH for Standards.—101, Barry Rd., S.E.22. New Cross 6611. [0515/R

STANDARD 8, super 8 and 10hp. for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield Howard 1651. [N4009

STANDARD 10 saloon.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

STANDARD 8 saloon.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph area dealers; part exchanges.—78, The Broadway, Bexleyheath. Tel. 1666. [0618/R

SIDNEY MARCUS, Ltd., official Standard and Triumph agents.—All models for early delivery.—33, Sloane St., S.W.1. Belgravia 3721. [N3006

STANDARD 8, 10 6cwt pick-up truck, immediate delivery.—Premier Motors, 295, Lewisham High St., S.E.13. Lee 1051. [N3083

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0431/R

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. [0026/R

NEW CROSS CAR MART, Ltd., offer immediate delivery Standard 8s and 10s; part exchange and hire purchase.—69-71, Lewisham Way, S.E.14. Tideway 2906. [N3084

IMMEDIATE delivery Standard Companion 10hp estate car, 8 and 10 saloons, early delivery Vanguard III, part exchanges welcome.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [N2066

STANDARD Super 8, Standard Super 10, Standard Super Estate; immediate delivery; part exchanges, cars or motor cycles.—Burge & Inglis Motors, Ltd., Dudden Hill Lane, N.W.10. Willesden 4869. [N4017

DUDLEY COBBOLD AUTOMOBILES for immediate delivery Super 10 saloons and early delivery Vanguard III family and Super 8 saloons.—206-10-16, The Broadway, Wimbledon, S.W.19. Cherrywood 5366-7. [0955/R

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481-2-3, offer immediate delivery Standard 10 pick-up, primer, pre-Budget price; Standard Super 8, black, and Super 10, grey; maximum h.p. terms available; ⅓ down, balance over 2 years. [N1001

TRINITY CARS, Ltd., Standard dealers, offer immediate delivery of Standard 8 family and de luxe saloons; also Ten Super saloons delivery; enquiries invited for all other models.—94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [N4034

HILLWOOD MOTORS for Standards, all models for immediate or early delivery, one only Phase 2 Vanguard and estate car in stock, pre-Budget prices; your car taken in part-exchange; easy H.P. terms.—565-571 Watford Way Mill Hill, N.W.7. Mill Hill 4232. [6643

WILSONS AUTOMOBILES AND COACHWORKS, Ltd., offer immediate delivery of the 8hp and 10hp range and prompt delivery of the Good Companion and light commercials; we can also now accept orders for prompt delivery of the Vanguard III.—34, Acre Lane, S.W.2. Brixton 4011. 1-3, Dorking Rd., Epsom 3901. [N4065/R

You couldn't do better than secure immediate delivery of the most desirable Standard models, 8hp super or family saloon, 10hp super saloon or Good Companion estate car. Vanguard Phase II saloon at pre-budget price, current market value for your present car subject to inspection, please ask for list of 100 new and slightly used cars.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2006

STUDEBAKER

A LIMITED number of new 1955 Studebakers, 4-door saloon with right-hand steering, are now available for early delivery.—Studebaker Distributors, Ltd., Henly House, 585, Euston Rd., N.W.1. Euston 4444. [0090/R

STUDEBAKER Commander de luxe, r.h.d., overdrive, free wheel, radio, subject to being unsold, immediate delivery; other models early delivery.—Malcolm Motors, Ltd., Stockists Agents for Essex, Broadway, Leigh-on-Sea, Essex. Tel. Leigh-on-Sea 78206. [8260

SUNBEAM

NEWTONS OF WEMBLEY.

EXCLUSIVE Rootes retailers for prompt delivery of the famous rally proved Sunbeams; demonstrations available; part exchanges; confidential credit facilities.
THE NEWTON SERVICE GARAGE, Newton's Corner, Wembley Park, Middx (opposite Wembley Town Hall). Arnold 5252 (4 lines). [0771/R

SUNBEAM

BARNET area.—Sunbeam main dealers.—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0530. [0413

GORDON CARS (LONDON), Ltd., offer for early delivery all Sunbeam models.
GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opp. Tube Station), N.W.11. Speedwell 2564 or 4701. [0975/R

RAPIER and Mx. III saloons, available for early delivery.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2.

WE can have a new car taxed and insured ready for use on your arrival in England. Authorised dealers for Humber, Hillman and Sunbeam; also any other make supplied.—R. S. Mead (Sales), Ltd., Maidenhead, Berkshire. [N3011

SUNBEAM.—Smith Auto Co., Ltd., Area Dealers for Rootes Group, offer early delivery of Sunbeam models.—145, London Rd., Croydon. (Croydon 2115, 5 lines.) [0869/R

TRIUMPH

L. F. DOVE, Ltd.,

THE official TR centre.

SEE it; try it; buy it.

69 The Broadway, Wimbledon, S.W.19. Lib. 3488. [N1077

HALLS (FINCHLEY), Ltd.

TR2s available for inspection; part exchanges, H.P. terms.—886, High Rd., North Finchley (Tally Ho), N.12. (Hil. 1044.) [0657

ROWLAND SMITH'S for Triumph.

IMMEDIATE delivery TR2, choice of colours, with or without overdrive.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

CHARLES RICKARDS, Ltd., offer:—

IMMEDIATE delivery, Triumph TR2, green, only one left at pre-Budget price including P. Tax: £886/10.
56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 3440. [N3050

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Triumph retail dealers.

OFFER for immediate delivery all Triumph models, with service on the spot; day and night garage facilities.
BERKELEY Sq., London, W.1. Grosvenor 4343. [0640/R

PRE-BUDGET TR2, basic, pearl white, red vynide.

HILLS, 63, Piccadilly, Manchester. Central 4311. [8835

SMITH MOTORS OF DULWICH for Triumphs.—101, Barry Rd., S.E.22. New Cross 6611. [0645/R

TR2.—We value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041

TR2.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

TR2 specialists; immediate delivery; part exchanges; H.P.—Premier Motors, 295, Lewisham High St., S.E.13. Lee 1051. [N3083

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. [0493/R

TR3 British Racing Green; immediate delivery; part exchanges, cars or motor cycles.—Burge & Inglis Motors, Ltd., Dudden Hill Lane, N.W.10. Willesden 4869. [N4017

HILLWOOD MOTORS for Triumphs, TR2, for immediate delivery; your car taken in part exchange, easy H.P. terms.—565-571, Watford Way, Mill Hill, N.W.7. Mill Hill 4232. [6642

STANDARD & TRIUMPH (distributors in Surrey since 1911), immediate delivery TR2 models, choice of colour; demonstration available.—Lankester Engineering Co. Ltd., 80-83, Victoria Rd., Surbiton. Tel. Elmbridge 1184-5. [0893/R

TR3.—You couldn't do better than take advantage of the immediate delivery available of your new Triumph TR3 sports, colour green, with occasional seat, current market value for your present saloon or sports car subject to inspection.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2006

VAUXHALL

VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms:—
4—6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641.

IMMEDIATE delivery of black Cresta; list price.—34, Acre Lane, S.W.2. Brixton 4011. [N4065

KEITH & BOYLE (Ldn.), Ltd., Terminal House, 80, Clapham Rd., S.W.9 (close to Oval Underground).
VAUXHALL main dealers, spares and service. Tel. Reliance 4211 (extension 10 or 19). [0806/R

KJ MOTORS, Ltd., main dealers for Bromley, Orpington districts.—Bromley. Rav. 3456. [0231/R

NEW Vauxhall Velox saloon, silver, straw, immediate delivery, list price.—Robbins, East Putney. Tel. 7881. [N3010

WATFORD and West Herts.—Vauxhall dealers over 25 years, offer very early delivery all models.—A. Christmas & Co., Ltd., Watford 7750. [9968

VAUXHALL

NEW Cresta, delivery from stock.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. [N1027

VAUXHALL.—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1282. [N1078

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

BUY your new Volkswagen from the Volkswagen Centre.
ORIGINAL U.K. specialists and leading distributors; demonstration vehicles available, including the commercial and utility range.—Tel. Ripley 2301. [0017/R

SUSSEX distributors.—Prestwich (Hove), Ltd., St. John's Rd., Hove. Tel. 34037-8. [0190/R

SOUTH Yorkshire and North Derbyshire.—Distributors, J. Gilder & Co., Ltd., Cambridge St., Sheffield 1. Tel. 26358/9. Complete facilities. [0128/R

JOHNSON & BROWN offer new Volkswagen de luxe saloons, stock choice of colour.—268-270, High St., Bromley. Ravenbourne 8841-2. [N3075

DAVIES MOTORS, Ltd., official distributors; demonstration cars available; latest models on display; full service and spares facilities.
273, London Rd., Staines. Tel. 4211 (5 lines). [N1080

EUROPEAN CARS, Ltd., distributors for London and Western districts; early delivery, demonstrations; exchanges, terms; also vans, pick-ups and buses.
129—131, Old Brompton Rd., S.W.7. Fre. 7722. [0900/R

CROYDON.—H. Harmer Car Sales, Ltd., Area dealers, 444-8, Brighton Rd. South Croydon. Croydon 6225. Uplands 8629. [0127/R

V & F MONACO MOTORS for Volkswagen; buy your new Volkswagen from the firm which has concentrated on the V.W. for the last five years; also specialized repair service spares.

V & F MONACO MOTORS, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road station) Frenastic 2414. [0851/R

PRIDE & CLARKE, Ltd., South London distributors, immediate or early delivery all models, service factory-trained and equipped mechanics; comprehensive spares; exchanges welcomed; terms.—Stockwell Rd., S.W.9. Brixton 6351. [N3068/R

OFFICIAL main dealers of the V.W., Europe's most popular car because of its economy, performance and long life; exchanges, terms, demonstrations with pleasure; also pick-ups, buses, vans, completely new standards in transport economy, double the distance at half the cost.—Details—
BENMOTORS, 1, Clarendon Rd., London, W.11. (50 yds. Holland Park Tube.) Park 5066. [N1017

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481-2-3, offer immediate delivery van, doors both sides; early delivery de luxe and standard saloons, also commercial vehicles; main distributors for Bedfordshire and West Hertfordshire; maximum h.p. terms available, ⅓ down, balance over 3 years. [N1001

WILLYS

WILLYS (Cars and Jeeps). Sole Concessionaires.—Steele Griffiths, London, S.E.5. [0812/R

WOLSELEY

EW

EUSTACE WATKINS, Ltd., sole London distributors; early delivery 4/44 models, 6/90 on view; part exchange and hire purchase.—18, Berkeley St., W.1 (Mayfair 5951.) 12, Chelsea Manor St., S.W.3. (Flaxman 8181.) [N4046

EPSOM.

THE WOODCOTE MOTOR Co., Ltd.

WOLSELEY distributors.

TELEPHONE Epsom 1234. [0060/R

H. HEART & Co., Ltd.

WOLSELEY distributors.

WELCOME enquiries and will be pleased to demonstrate the superb new Wolseley 6/90 and 4/44 saloon; hire purchase facilities; part exchange.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3348. [N1081

SHAW MOTORS, Ltd

PLACE your order now for earliest delivery of all models; part exchanges; deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 3031-2-3. [N4008

ROWLAND SMITH'S for Wolseley.

4/44 saloon on view, 6/90 saloon available shortly

PART exchanges; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

CHARLES RICKARDS, Ltd., offer:—

IMMEDIATE delivery, new Wolseley 6/90 saloon in green: list price, incl P. Tax, £1,126/7; also 4/44 saloon.
56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 3440. [N3050

CHEAM MOTOR & ENGINEERING Co., Ltd.

WOLSELEY specialists offer immediate delivery of the new Wolseley 6/90 and 4/44 saloons; h.p. facilities and part exchanges.—Ewell Rd., Cheam, Surrey. Vigilant 0125.

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

WOLSELEY 6/90 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1651. [N4009

NEW CARS FOR SALE

WOLSELEY

SMITH MOTORS OF DULWICH for Wolseleys.—285 Rye Lane, S.E.15. New Cross 6767. [0316/R

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—WOLSELEY 4/44, green; available early delivery; list price.
[N2058

DORKING MOTOR Co., Ltd.—Order now for early delivery 4/44 and 6/90 models.—Dorking 2256.
[N102

4/44 and 6/90, delivery from stock.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. [N1027

WOLSELEY 6/90, black, immediately; Wolseley 4/44, green, immediately.—F. L. Cranmore. Tel. 2040 Potters Bar.
[N1062

MEBES & MEBES, Ltd. (Est. 1895). Wolseley specialists for past 30 years offer early delivery of 4/44 and 6/90 models; part exchange and extended payments.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 3040.
[N3012

R. C. WIMBUSH, Ltd., Wolseley stockists, offer early delivery of the 6/90 saloon; immediate delivery for the 4/44; part exchanges and h.p. facilities.—312, Earls Court Rd., London, S.W.5. Fremantle 8401.
[N4056

WOLSELEY

KDM & CHERRINGTON Ltd.—Immediate delivery of 4/44 saloon.—9, Albemarle St., London, W.1 Gro. 5551.
[N2054/R

C. W. J. COLES, Ltd official agents, offer early delivery of 4/44 and 6/90 models.—18, Blunt Rd., South Croydon, Croydon 0074/5.
[9334

IMMEDIATE delivery new Wolseley 4/44 and 6/90 saloons; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275.
[1433

MISCELLANEOUS CARS

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401.
[0012/R

TRAYNOR MOTORS, of East Ham, for your new car, Austin, Wolseley, Morris, Standard, all makes supplied, several immediate delivery; terms, exchanges. Grangewood 2530/5834.
[N4032

MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, 'phone or write.—Marston Motor Co., Ltd., Bta. 8000.
[0178/R

NEW COMMERCIAL VEHICLES

AUSTIN 1-ton van from stock, exchanges.—Hillier Motors, Ltd., Forest Hill 9352.
[6659

AUSTIN 1-ton van for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631
[N4009

IMMEDIATE delivery Morris 5cwt van (list price).—I. G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104.
[N4053/1

IMMEDIATE delivery Morris 5cwt van (list price).—I. G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex. Mol. 6109.
[N4053

IMMEDIATE delivery of the following new Morris J-type 10cwt van, new Standard 10 6cwt Pick-up; pre-budget price.—Robbins, East Putney. Tel. 7881.
[N3010

THAMES 5-ton diesel chassis and cab, £828/4/6, pre-Budget price; Thames 30cwt petrol van, sliding doors, in primer, £844/15/11, pre-Budget price; Thames 10cwt van, blue, £425/16/9.—Brew Brothers, Ltd., 153, Old Brompton Rd., S.W.7. Fremantle 5353.
[N1083

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

A SYNCHRO

1955 Vauxhall Velox or the new Austin A50, self drive, with choice of rates, costs from £6 per week; cheap off-season and winter rates; A.A., R.A.C., radio, heater, Continental touring, special facilities for overseas visitors.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7. Western 4103. Cables: Synchro, London.
[0636/R

IVOR HILL, Ltd.

NEW A40 Cambridge saloons for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wim. 5686.
[0360/R

NEW Vauxhall Dormobiles for weekly hire.

MAYDAY MOTORS, Ltd., Mayday Rd., Croydon. Thornton Heath 3473-4-5.
[0979/R

SMITH & HUNTER for self-drive; inclusive winter rates.—376, Kensington High St., W.14. Wes. 6417
[0458/R

MANCHESTER.—Drive yourself 1954-1955 Vauxhalls, overseas visitors specially catered for.

SUREFLEET, delivery anywhere in England; free.

SUREFLEET, £10 per week, no mileage charge

SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1957.
[0646/R

1956 cars unlimited.—Grange Service Garage, 246, Romford Rd., Forest Gate. Mar. 2595. [1275

FOREST HILL 2432.—Self-drive and chauffeur-driven.—Moore Park Garage, 110 Woodvale, S.E.23.
[0679/R

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Codrington Mews, W.11. Par. 9864-5.
[0466/R

1956 self-drive cars available for hire from Self Motoring, Ltd., 108, Knightsbridge, S.W.1. Tel. Ken. 6428 and Bayswater 8239 (garage).
[0055/R

HAROLD M. HILLS GARAGE.—Garage accommodation service, high-class car hire.—3-5, Emmismore Mews, S.W.7. Kensington 4020.
[0551/R

JERSEY, C.I.—Fifty 1954-5-6 self-drive cars; brochure on request; A.A., R.A.C.—Drivehire, 22, Broad St., St. Helier. (Jersey Central 1818. 1/6 after 6 p.m.)
[0036/R

1956 or late 1955 model Morris, Austin, Ford, Vauxhall, Standard; also Daimler Consorts; comprehensive insurance; heaters; from 15/- day; special rates for overseas visitors.

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[0164/R

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[7647

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[M2094/R

WIMBLEDON CAR HIRE, self-drive specialists, new Austin A40/50 Cambridge and A90 Westminsters, competitive rates.—Mansell Rd., S.W.19. Wimbledon 3834.
[0811/R

SELF-DRIVE post-war Austin A40s, new Fords, Morris Minors.—Rons (Car Hire), Ltd., 5, Choumert Rd., Peckham, S.E.15. New Cross 2105, and 135, High St., Bromley, Kent. Ravensbourne 0205.
[6505

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[0631/R

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[0584

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[M2005

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[1041

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[0025

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AIR compressors, tanks and accessories, industrial models at approximately 50% below list; compressors only from 2½ c.f.m., £4/17/6, to 18 c.f.m., £27/10; stationary and portable complete sets from £39/10 to £125.

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MOTORISTS' best friend—The "Mopal" miniature Compressor; works off your car battery or main supply can be used for anything that requires compressed air, invaluable for holidays, inflates rubber dinghies, life-belts, no bigger than an electric iron, weighs only 8lb.—Full particulars from the manufacturers, The Alverton Engineering Co., Ltd., Copthall House, London, E.C.2. [0965

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PRESELECTOR (self change) gear box specialists, as fitted to Daimler, Lancaster, Armstrong Siddeley, Riley, etc., cars; 48-hour reconditioning exchange services.—Arcot Engineering, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Kensington 7301 and 7321. [0121/R

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R. J. GRIMES, Ltd., Hadleigh Garage, Marlpit Lane, Coulsdon, Surrey. Uplands 3637. [0658/R

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STEERING boxes, reconditioned or exchange units sold singly or made to pattern (fitted with immovable steel bush).—Foxley Garage, 1a, Elliott Rd., S.W.9. Reliance 2704. [0932/R

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TWO Garages equipped; leasehold; coast road; 40,000 galls. ½ mile apart. Large self-drive trade. £4,000; would separate.—Grouville Garages, Jersey. (3978

FREEHOLD Motor Business, agencies, repairs; estab. 34 years; 30 miles south of London. £10,500. s.a.v. —Box 0636. (3060

CHESHIRE. Filling Station and Garage; busy main road. Magnificent 2½ acre site with 270 ft. frontage. Five pumps; petrol gallonage 61,000, plus D.E.R.V. Modern detached house and small cafe. Price freehold and goodwill £14,000. s.a.v. No agents.—Box 0416. (3072

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KENSINGTON. Excellent freehold private garage: 60 cars; 3 pumps; good position.—Sole Agents, Ferley and Co., 44/46, Old Brompton Road, S.W.7. KEN 0455 and 4723. (3114

BUSINESS AND PROPERTY WANTED

PETROL Station anywhere in Wales sought to run by exiled Welsh couple.—Box 0704. (3071

FILLING Station and Garage with L/A. London or Home Counties. Tied station considered. Price up to £10,000.

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FILLING Station, Garage not less than 150,000 gallons annually, also urgent need for another Station with throughput of 250,000 gallons or more (untied preferred). Any principal seriously contemplating selling can be assured of top market figure. Ample funds available to cover any proposition up to £150,000. Strict confidence observed. Please quote ref. RBN.—Lincoln and Co., 9, Hanover Square, London, W.1. Tel. GROsvenor 6801. (3062

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PETROL Station sought to run by couple of good address.—Box 0708. (3070

BUSINESS AND PROPERTY WANTED

THIS advertiser wishes to contact the principals of Garages or Filling Stations in S.E. England, lacking important car and C.V. agencies, but possessing good site(s) on main road or street. Replies from principals only will be considered.—Box 0637. (2983

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FORD dealer, London, S.W.8 district, requires good all-round mechanic with Ford experience; top rates and prospects for right man.—Apply giving fullest particulars to, Box 0669. (3235

FORD main dealer has vacancies for commercial vehicle salesmen; excellent prospects; salary and commission; car provided.—Write in first instance to Sales Manager, F. H. Peacock, Ltd., 219, Balham High Road, London, S.W.17. Balham 1271 (10 lines). (0007/R

PANEL Beater required. Excellent working conditions in new workshops. Rate 5/6 per hour, holidays with pay, pension scheme available.—Apply Maidenhead Autos Ltd., Bath Road, Taplow. Telephone Maidenhead 444. (2949

CELLULOSE Sprayer charge hand required. Excellent working conditions in new workshops. Rate 6/- per hour, holidays with pay, pension scheme available. — Apply Maidenhead Autos Ltd., Bath Road, Taplow. Telephone Maidenhead 444. (2950

PARTS Manager required by Austin main parts stockist, situated South London. Only men with proved ability need apply.—Write, giving full experience, age and remuneration required. Box No. 0505. (2952

AUSTIN distributors, South London area, require experienced Works Manager. Only men holding similar position considered.—Write, stating age, details of experience and remuneration required.—Box No. 0506. (2954

FULLY skilled mechanic, preferably Nuffield Group experience for country garage on busy main road. Excellent house available.—A. H. Turner Ltd., Markham Moor, Retford, Notts. (3056

AUTOMOBILE electrician required immediately with knowledge of fitting and maintenance of car radio. (Special rates and bonus paid.—Apply: Works Manager, Weybridge Automobiles Ltd., Queen's Road, Weybridge. (3049

ASSISTANT Service Manager (30-40), Hanger Motor Co. (B'ham) Ltd., Ford Distributors, Broad St., Birmingham, require a fully trained motor engineer with at least five years administrative experience with main dealer. Applicants must be fully competent to deal intelligently with all phases of Ford service, including training and encouragement of labour for volume business (100-125 jobs daily). Good salary and generous bonus on results. Assistance with accommodation if required.—Full particulars by letter in confidence to Managing Director. (3040

GENERAL Manager wanted for busy South West Lancashire garage. Must have had good experience in sales of new and used vehicles and be prepared to act as Sales Manager.—Box 0675. (3015

SALESMEN required by Rootes Area Dealer.

FIRST-CLASS opportunity for man with proven ability, initiative and integrity.—Apply in writing with fullest particulars and references to Phoenix Motor Co. (Surrey) Ltd., High Street, Sutton, Surrey. (3007

FOREMAN required to be responsible to Transport Manager for repair and maintenance of a fleet of private cars and commercial vehicles, based in the South East Essex area. This is a staff appointment and only those with good technical qualifications and experience of modern high class vehicles including Rolls Royce should apply. —Write stating age, qualifications and experience to Box 0676. (3016

PARTSMAN required by Jessups (Stratford) Ltd., 125-131, High Street, Stratford, E.15. Vauxhall - Bedford Main Dealers.—Call or telephone MARyland 4366. (3101

FULLY skilled motor mechanic required for British Automobile Agency in Southern United States. Must have comprehensive knowledge of Jaguar, M.G. and some other British cars. Will assist in securing flat. Jaguar experience preferred. Wages $65.00 per week (£23) State full particulars in first letter.—Box 0696. (3020

MALAYA. Far Eastern car and commercial truck distributors, with large organisation, have vacancies for single young men who have completed an apprenticeship with a motor manufacturer or reputable distributor. Age 22-27. Post-apprenticeship experience with home distributor an advantage. The vacancies offer great scope to hard workers with initiative. Passage paid; accommodation provided; Provident fund.—Write, with full particulars, to Box No. 1523, c/o Abbotts, Eastcheap, London, E.C.3. (2916

MALAYA. Excellent opportunity for man of drive and initiative, with large company carrying popular car and truck franchise in the Far East. Age 30/35. Should have served apprenticeship with motor manufacturer, be in good general education and have sales and executive experience, preferably with a home distributor. Passage paid, accommodation provided, bonus scheme, Provident fund.—Write full particulars to Box No. 1524, c/o Abbotts, Eastcheap, London, E.C.3. (2917

SITUATIONS VACANT

SALES Manager required; pre-war experience not necessary, but general experience must include new and used car and truck sales.—Write giving fullest details to Box 0697. (3059

AUSTIN distributors, London area, require experienced Works Manager; only men holding similar position considered.—Write, stating age, details of experience and remuneration required.—Box 8914. (1738

SKILLED Mechanics required, excellent working conditions in new workshops; rate 4/9 per hour, holidays with pay, pension scheme available.

APPLY Maidenhead Autos, Ltd., Bath Road, Taplow Tel. Maidenhead 444. (3174

MOTOR fitters, skilled, required, top rate, permanent position; bonus.—174-176, Sheen Road, Richmond 4822. (0653

AN attractive opportunity exists for a limited number of young men to obtain valuable training in the drawing office of a company specialising in automobile braking and transmission systems. The company has available comprehensive educational facilities, and having wide interests in the automotive and general industries, offers an unusual scope in its particular field. Men who have recently completed their National Service, or who are nearing release, are in particular invited to write giving an outline of their experience and activities to the Personnel Officer, Lockheed Hydraulic Brake Co. Ltd., Leamington Spa, Warwickshire. (2932

A COMPANY established throughout West Africa for the distribution of British, American and French motor vehicles requires several Garage Managers for its rapidly expanding organisation. These vacancies require men of proved outstanding technical and administrative ability capable of fully managing all aspects of a large service garage and only those certain of having such qualities should apply. Salary, allowances and privileges on a generous scale will be fully discussed at an interview. —Apply giving fullest details to Box No. 0530. (2947

SENIOR Car Salesman required by distributor in Manchester. Must be man of proven ability with thorough knowledge of the retail trade and accustomed to used car valuations.—Write in confidence, stating fullest particulars of experience and present earnings to Box 0610. (2907

A.E.C. Limited require detail draughtsmen. Experience of the motor industry an advantage. Modern offices and equipment, excellent opportunities for progress. Good salary offered, five-day week, pension scheme and canteen facilities.—Applications in writing, giving age, experience and salary required to Staff Records Office, Windmill Lane, Southall, Middlesex. (2955

RECEPTION Engineer required, Vauxhall-Bedford experience preferred but not essential. 5-day week; pension scheme.—Write giving details of experience, age and salary required to Service Manager, Shaw and Kilburn Ltd. Western Avenue, Acton, W.3. (2956

E.R.A. Ltd., Dunstable, have a vacancy for a sheet metal worker. Interesting work and a high degree of skill required.—Applications to H. Cocker, English Racing Automobiles Ltd. London Road, Dunstable Beds. (2896

SITUATIONS WANTED

SKILLED auto electrician; 14 years exp.; requires position with unfurnished accommodation. Home Counties.—Box 0702. (3072

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ON the Dorset coast, this delightful country hotel, with every modern amenity, has an old-world charm; fully licensed, ballroom; A.A. and R.A.C.; 8-8½ gns.—Moonfleet Hotel, Near Weymouth. (1319

CORNWALL.—Unique licensed hotel in picturesque fishing cove; all bedrooms face sea; A.A. recommended, R.A.C.; perfect sands, bosting bathing, surfing, rock climbing; ideal family hotel, unsuitable for elderly and infirm; from 20/- daily or £9-9-0 weekly; children half tariff.—Sennen Cove Hotel, near Penzance. (0557/R

JERSEY.—Happy holidays at Magnolia House, Raleigh Avenue, St. Helier; second register; central; very comfortable; no restrictions; bed and breakfast. (2139

WIDECOMBE-IN-THE-MOOR. — "Scobiter" welcomes guests for restful holiday; attractive private moorland house overlooking Widecombe; every modern comfort and convenience; country home atmosphere; beautiful surroundings; ideal touring centre; brochure. (1393

SUNNY Mediterranean, Bandol; bed, breakfast 5 gns. weekly; London Correspondent, 26, Park Avenue, Bush Hill Park, Enfield. (1381

LITTLE Guide to village inns, farms, hotels on and off the beaten track round Britain's coast and countryside, 3/6 p.p. 3d., or with supplementary Mini-Guide listing over 500 friendly hosts for bed and breakfast, 3/- post free.—Victor Hilson, Harbourside, Torquay. (0469

CORNWALL. Directly overlooking sea and safe bathing; boating; beach. Television and sun lounges. Terms 7-9 gns. Illustrated brochure: St. Andrew's Hotel. A.A., R.A.C., Port Isaac. Phone 240 (3080

ASHLEY Courtenay recommended. The 1956 edition of 'Let's Halt Awhile'; Ashley Courtenay's reliable guide to some 700 hotels and inns is now available, 9/6, from Smiths, Boots, your usual bookshop or post paid 10/6 from Secretary, Ashley Courtenay Circle, 68 (R), St. Jame's St., London, S.W.1. (2983

PARRACOMBE, N. Devon. Comfortable accommodation in 200 years old moorland cottage; excellent food. Terms moderate. Vacancies June and July only.—Mrs. Westrop, Ark Cottage. (3064

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PRIVATELY owned Armstrong Siddeley 1951/52 seven-passenger limousine required, details please.
JACK ALPE, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. (W1103

AMERICAN Lincoln Convertible wanted. Must be post-war or will consider Mercury or Ford.—Box 0348. (2564

WANTED Austin hire car (4-door), petrol or diesel.—Noths, Pontefract Road, Leeds, 10. Tel. 76809. (1859

PRIVATE buyer requires Bentley 1951-53.—Full details, type, mileage, price.—Box 8077. (1839

C.N.K. are very good buyers of specimen Citroens.—353, Finchley Road, N.W.3. Tel. Hampstead 5712 (C1052

1956 Daimler cars.—Spink Ltd., Daimler Distributors, Bournemouth. Tel. 5405. Spares and service. (3275

SEVEN passenger Daimler DE 1949/1950 limousine required; details please.
JACK ALPE, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. (W1103

DAGENHAM Motors Ltd., Ford Main Dealers, wish to purchase Ford Popular cars.—Used Car Dept., HYDe Park 4070. (W1066

DAGENHAM Motors Ltd., Ford Main Dealers, wish to purchase Ford Prefect cars.—Used Car Dept., HYDe Park 4070. (W1066

DAGENHAM Motors Ltd., Ford Main Dealers, wish to purchase Ford Consul cars.—Used Car Dept., HYDe Park 4070. (W1066

DAGENHAM Motors Ltd., Ford Main Dealers, wish to purchase Ford Anglia cars.—Used Car Dept., HYDe Park 4070. (W1066

FORD Consul saloons 1952-55 wanted urgently.—Oxford Cars, 71, New Bridge Street, Newcastle-on-Tyne. Tel. 26970. (2512

1955 XK140 fixed head coupe. Immediate cash wanted.—Hill, Wymondham, Leicestershire. (3017

WANTED 1950/51/52 Lagonda saloon or drophead. Must be Lagonda body not Vantage engine. Cash up to £675.—Phone Gerrards Cross 2077-8. (3011

LINCOLN Convertible wanted. Must be post-war or will consider Mercury or Ford.—Box 0349. (2565

MERCEDES-BENZ 300SL and 220a wanted: — Oxford Cars, 71, New Bridge Street, Newcastle-on-Tyne. Tel. 26970. (2511

WANTED Mercedes-Benz type 170V, 170b or 220.—Full particulars to Box 8976. (1836

C.N.K. Motors urgently require M.G.s, particularly VA, TA, TB and TC models.—353, Finchley Road, N.W.3. Tel. Hampstead 5712. (C1052

WANTED Morris 8 series E model, sliding head, reasonable condition.—224, Rutland Park Mans., Willesden Green, N.W.2. (3143

TR2, private buyer around £500 cash.—ADD 3453, evenings. (2642

WANTED Rolls Royce 1950/51 fitted sports saloon body or drop head.—Mole and Bray, Ltd., Stourport-on-Severn. (2741

ROLLS ROYCE or Daimler or good class motor hearses.—Price, etc., to Melbourne Garage, Ltd., Devizes; Wilts. (1089

PRIVATE purchaser interested to buy a Rolls Royce small mileage sln. or small touring limousine. Must be in immaculate condition, comfortable and not more than 4/5-years-old.—Write Box 44, giving full information and photograph if possible. (2057

1939 Rolls Royce Wraith owner-driven saloon; must be in excellent condition throughout.—S. P. Broughton and Co. Ltd., Grove Garage, High Street, Cheltenham. Telephone 2283. (3029

VOLKSWAGEN Microbus required.— Lockhart's Service Depot, Chiltern Rd., Dunstable, Beds. Telephone Dunstable 114. (3064

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WANTED large h.p. car in part exchange for new Hillman Husky.—Lawton-Goodman, 185, Cricklewood Broadway, N.W.2. Gladstone 2226. (W2092

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WEST LONDON MOTORS offer you a selection of 2-door and 4-door A30 saloons. New list price.
A30 Countryman; colour green; heater; new list price.
A30 van; colour green; list price.
A40 Cambridge saloons; standard and de luxe; choice of colours.
A50 Standard model; colour black; heater; new list price.
205/209, Fulham Palace Road, W.6. Ful. 6066. (3089

AUSTIN Princess 111 saloon, finished in dark grey with dark blue upholstery for immediate delivery. £2,498-17-0 ex-works.—Grimsby Motors Limited, Eleanor St., Grimsby. Tel. 56161/2/3. (2996

ARMSTRONG Siddeley 236 saloon; colour black; grey interior; manumatic gear change; overdrive.
ARMSTRONG Siddeley 346 saloon; colour duo-tone green with green interior; synchro mesh gear box. Any make of car in part exchange.
BANKTOP MOTOR HOUSE Ltd., Railway St., Burnley. (2977

BROOKSIDE MOTORS (CROYDON) Ltd., 132, Brigstock Road, Thornton Heath. Tho. 4256.
AREA dealers North East Surrey for Borgward Hansa cars. (0041/R

NEW CARS

GARR'S Motors.—Sole Borgward distributors Lancs. and Ches.; trade enquiries invited; full service; demonstration cars available.—Carr's Motors, Hardman St., Liverpool, 1. Tel. Royal 5141 (5 lines). (6707

WEST London Motors for 1956 Ford Popular, Consul and Prefect saloons. All facilities. New list price.—205/209, Fulham Palace Road, W.6. Ful. 6066. (3093

IMMEDIATE delivery Populars, Anglias, Consuls, Zephyrs Zodiacs, choice of 15, some at pre-Budget prices.—Sharwood Motors, 32, Uxbridge Road, W.5. EALing 1475. (3104

FORDS.—Try Motourists (London) Ltd., for all models.—Gt. North Road, East Finchley Station, N.2. Tudor 2201-2. (N3018

MAYFAIR and West End Agents.—Immediate delivery, all Austin models.

RIPCO LTD., 16, Albemarle Street, Mayfair, London; W.1. Hyde Park 2952/3/4. (C3068

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HILLWOOD Motors for Jaguars, most models for early delivery, one only series M saloon, your car taken in part exchange, easy h.p. terms.—565-571, Watford Way, Mill Hill, N.W.7. Mill Hill 4232. (0644

SURREY MOTORS Ltd. ,official Morris retail dealers; fully equipped for service and spares.—High St., Sutton. Vigilant 4444. (2275

WEST London Motors offer you immediate delivery of Morris Oxford saloons. All facilities. New list price.—205/209, Fulham Palace Road, W.6. Ful. 6066. (3094

1956 Mercedes-Benz 220A saloon; grey; red hide interior; Servo brakes; reclining seats, etc.; for immediate delivery at manufacturer's list price plus P.T. Any make of car in part exchange.—Banktop Motor House Ltd., Railway St., Burnley. (2978

G. K. BALLAMY, Automobile Engineers, Alfred Place, Worthing. Tel. Worthing 5769. Peugeot distributors Sussex and South Coast.

SURREY MOTORS Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service. — Tel. Vigilant 4444. (2276

NEW 90; dual grey; overdrive; from stock.—Elliott's, of Bideford, Devon. Rover Distributors (phone 744). (3050

LANDROVER.—K.D.M. and Cherrington Ltd., delivery enquiries invited from: 9, Albemarle Street, London, W.1. Gro. 5551. (N3054

ACLAND & TABOR LTD., Welwyn By-Pass, Herts. Welwyn 481/2/3, would be pleased to demonstrate their 1600 Porsche to anybody interested in purchasing one of these magnificent cars. We speak with experience. (N1001

JOHN S. TRUSCOTT, LTD., for Riley Pathfinder. Immediate delivery.
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WM
WELBECK MOTORS, Area Dealers for the Rootes Group Singer, largest stock at new amazingly low prices. Retail Dept. at your service anywhere. Wholesale Dept. now covers the following areas: London, W.1 (North of Oxford St.), WC1 and 2, N1, NW1 and 8, EC1; 2; 3 and 4.
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STUDEBAKER Commander de luxe, rhd, overdrive, free wheel, radio, subject to being unsold, immediate delivery. Other models early delivery.—Malcolm Motors, Ltd., Stockists Agents for Essex, Broadway, Leigh-on-Sea, Essex. Tel. Leigh-on-Sea 78208. (3200

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STANDARD and Triumph distributors in Surrey since 1911. Can give immediate delivery of most models. Demonstration cars available. Exchanges and deferred terms. (0403/R

NEW Mk. III Sunbeam sln.; available for immediate delivery.—R. S. Mead (Sales) Ltd., 42, Queen's St., Maidenhead. Tel. Maidenhead 3431/2. (N3011

WATFORD and West Herts.—Vaughall dealers over 25 years, offer very early delivery all models.—A. Christmas and Co. Ltd., Watford 7750. (0066

VOLKSWAGEN 1955 de luxe saloon; strato silver, blue interior.
VOLKSWAGEN 1956 standard saloon; grey; blue interior.
VOLKSWAGEN 1955 pick-up truck; blue. Any make of vehicle in part exchange.
BANKTOP MOTOR HOUSE Ltd., Railway St., Burnley. (2979

1956 Volkswagen saloon. Immediate delivery. £635-2-0. Terms. Exchanges.—Lockhart's Service Depot, Dunstable 114. (0120/R

C. W. J. COLES LTD., official agents, offer early delivery of 4/44 and 6/90 models.—15, Blunt Rd., South Croydon. Croydon 0074-5. (3234

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SPECIALLY built luxury Rollalong caravan for sale; fitted with every conceivable extra; must be seen to be appreciated.—Cky 1604, or write J.S.B., 9/10, West Smithfield, E.C.1. (2993

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MODERN touring caravans, large selection, lowest rates; also cartop dinghies.—Vanmaster, 20, Ongar Rd., Great Dunmow, Essex. Tel. 7. (9910

LUXURY caravans for mobile hire tour Britain or the Continent; caravans to suit every family and every size of car; send for full details in our free colour brochure.—Northern Caravan Distributors, Ltd., Wilmslow Road, Handforth, Cheshire. Wilmslow 5355/6.

TOWING caravan for hire; new prop. de luxe. L.B.—Major Steel, 5, The Gables, N.10. Tudor 4818. (2908

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SELF-DRIVE post-war Austin A40s, new Fords, Morris Minors.—Rons (Car Hire), Ltd., 2, Choumert Rd., Peckham, S.E.15. New Cross 2103; and 135, High Street, Bromley, Kent. Ravensbourne 0305. (8505

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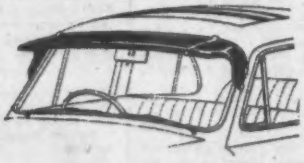

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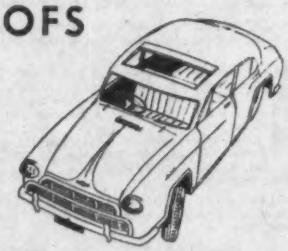

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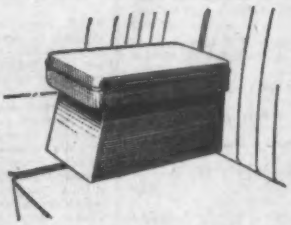

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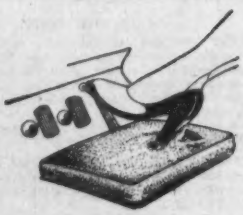

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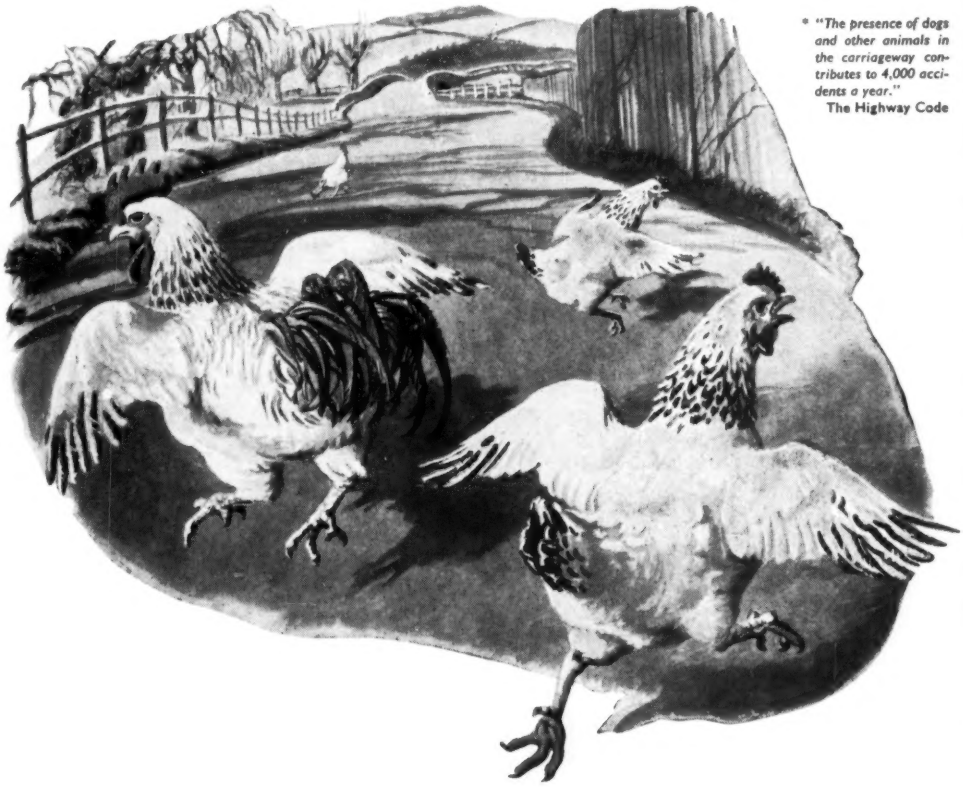

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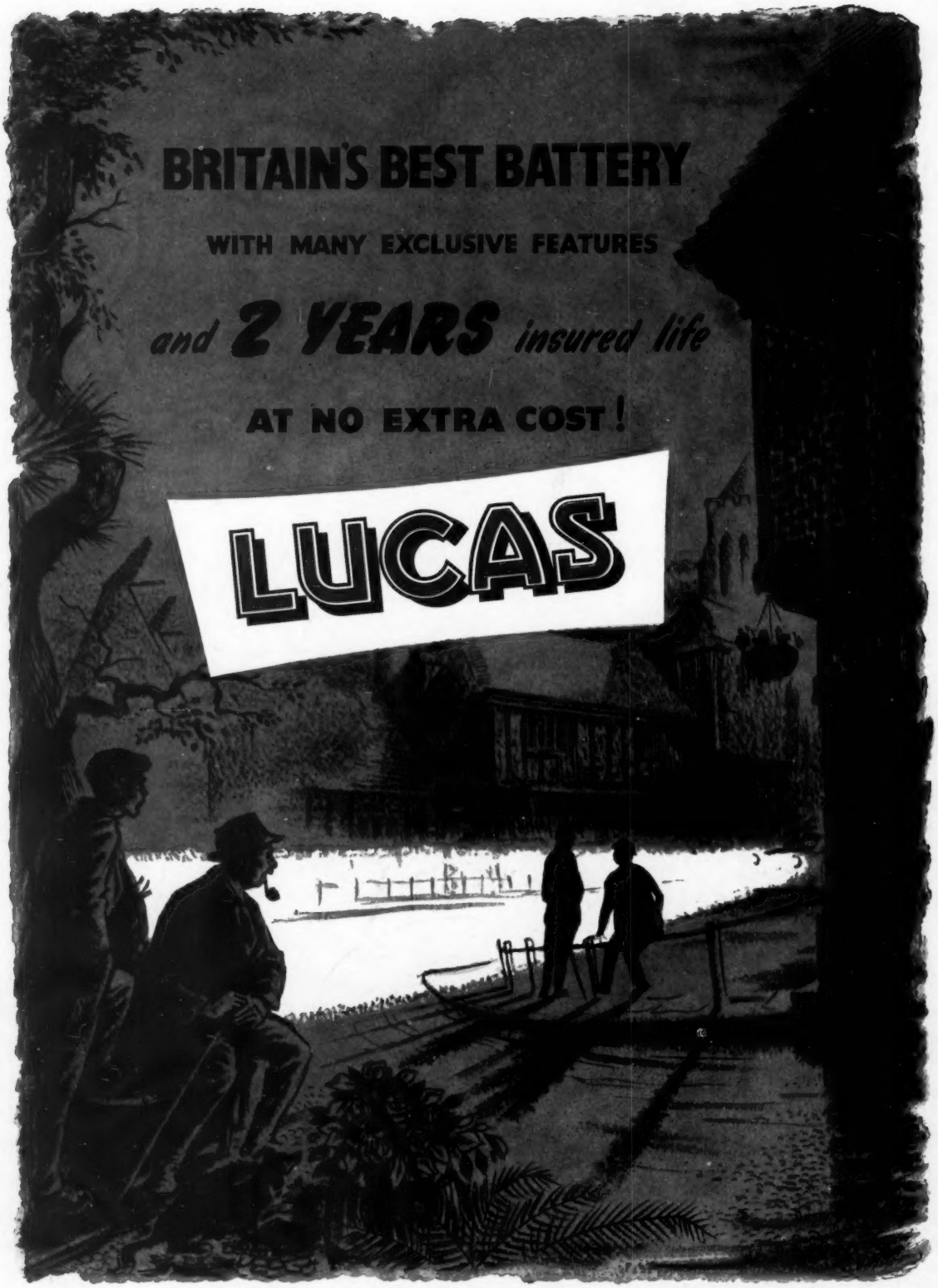

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